OUR JOBBING DEPARTMENT.

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

THE 'HONGKONG CHINESE MAIL'
香港華字日報
(Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher
SUBSCRIPTION:
Five Dollars a year, deliverable in Hong Kong. Outports, $11.40 per annum, including postage.

Established February, 1846.

No. 10,382 | 英一千八百九十六年六月一號 | HONGKONG, MONDAY, JUNE 1, 1896. | 日十二月四年申丙 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.
PARIS, AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Bateliere*.
NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.
CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 600,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED, ...£1,125,000.
PAID-UP,..... .....£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months,.....4 %
For 6 Months,.....3½ %
For 3 Months,.....2½ %

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, May 5, 1896. 228

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 5,750,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
A. McCONACHIE, Esq.—Chairman.
SIR C. MICHAELSEN, Esq.—Deputy Chairman
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, February 15, 1896. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT** at **4 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 9½ cents.
CHINA MAIL Office.

Business Notices.

LANE, CRAWFORD & Co.

FURNISHING DEPARTMENT.

WE are now showing an ENTIRELY NEW STOCK OF SUMMER CURTAINS and CURTAIN MATERIALS in the *Latest Designs and Colourings.*

TINTED MADRAS MUSLINS.
PLAIN MADRAS MUSLINS.
FIGURED MUSLINS.
PRINTED MUSLINS.
ART MUSLINS.

LACE AND MUSLIN CURTAINS.
WASHING REVERSIBLE CRETONNES.

The above are entirely different to anything yet seen in Hongkong.

An inspection is invited.

Lane, Crawford & Co.

Hongkong, May 9th, 1896. 969

W. BREWER & Co.

SPORT IN INDIA AND SOMALI LAND, by Surgeon-Captain EDYE.
L'INUTILE RICHESSE, par GEORGES ORNET.
BEAUTIFUL WHITE DEVIL, by GUY BOOTHBY.
KITTY'S FATHER, by BARRETT.
MISS GRACE ALL SOULS, by KENNARD.
A RIVERSIDE ROMANCE, by TORNIER.
STRIPPED OF THE TINSEL, by MUDDOCK.
A TRAGIC BLUNDER, by CAMERON.
A HUSBAND FROM THE SEA, by SPEGHT.
FOOT-BALLS, ALL QUALITIES. FOOT-BALL PUMPS.
INDIA RUBBER FOR TENNIS RACKET HANDLES.
TENNIS BATS, &c., &c. 1034

"Johannis"

The King of Natural Table Waters.

SUPPLIED BY ROYAL WARRANT. To HER MAJESTY THE QUEEN.

Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with **Wines, Spirits, Milk, Fruit Syrups** and **Lime Juice.**

SOLE AGENTS for South China and Philippines,
WATTS & Co.,
1121 Ice House Street, Hongkong.

REPORT OF THE ACADÉMIE DE MÉDECINE OF FRANCE.

Apollinaris

"THE QUEEN OF TABLE WATERS."

"The results of the recent investigations in Paris and the report of the Académie de Médecine of France have placed Apollinaris Water at the *head* of *all* the waters examined for *purity* and *freedom* from Disease Germs."

SOLE AGENTS:
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

GRAND BILLIARD TOURNAMENT
at the
HONGKONG HOTEL,
To commence
ON THE 15th INST.

THREE PRIZES:—
GOLD KEYLESS WATCH.
GOLD SCARF RING.
GOLD PENCIL CASE.
959

CLARETS.

A LARGE SELECTION FROM THE BEST DISTRICTS OF
FRANCE,
AUSTRALIA,
CALIFORNIA.

ESTD. 1864. Telephone 75.
15, Queen's Road,
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants. 1088

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
HONGKONG HOTEL—PRAYA.

Sole Eastern Agents for:
Snowdon, Sons & Co. 'Snowdrift' Manufactures. | *Geipels Pat. Improved Steam Traps.*
Sphinctor Grip Armoured Hose. | *Tinton Bros. & Mathews, Steel File & Spring Manufacturers.*
The New Wire Wove Roofing Co.
The Aluminium & General Foundry Co.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING COMPOSITION is unequalled in the East for efficiency as a self-adhesive and non-conducting medium.

PACKINGS AND JOINTINGS of every description kept in Stock.

FIRST-CLASS ENGINE AND CYLINDER OILS.

ESTIMATES given for COVERING BOILERS and STEAM-PIPES.

740 W. JACKSON, *Manager.*

THRIFTS ENAMEL COMPOSITION,
FOR IRON-WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.
ITS ADVANTAGES ARE:—

HAS good covering powers.
One coat is sufficient.
Applied as ordinary paint and dries in a few minutes.
Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences.
Invaluable for lower holds and bunkers.
Presents a highly polished surface of a bright red colour.

Sole Agents for China and Japan,
1767 WATTS & Co.

Fresh Dairy Butter

The product of the PRINCE OF WALES DAIRY COMPANY, INDIA. This Butter is guaranteed **PURE** and of **THE FINEST QUALITY.**

Price, for single 1 lb. tin... ... ... 60 Cents.

946 THE HONGKONG BUTCHERY,
Central Market.

GREEN ISLAND CEMENT CO., Ltd.
FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.
CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,
GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.
For Prices and further particulars, apply to
Feb. 1, 1896 SHEWAN & Co., *General Managers*

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
S'HAI, N'SAKI, KOBE & Y'AMA.	*Macagon*	C. T. DENNY, R.N.R.	About 3rd June.
LONDON, &c.	*Mirzapore**	J. R. LENDON, R.N.R.	Noon, 4th June.
JAPAN.	*Ancona*	W. D. MUDIE	Noon, 5th June.
STRAITS & B'BAY.	*Hydaspes*	E. R. DOWELL, R.N.R.	About 5th June.
S'HAI, N'SAKI, KOBE & Y'AMA.	*Palawan*	C. GADD	About 12th June.
SHANGHAI	*Peshawur*	F. J. COLE	About 13th June.
LONDON *vid* MARSEILLES...	*Mani'a*	R. L. HADDOCK, R.N.R.	About 15th June.
LONDON.	*Japan*	T. LEIGH	About 27th June.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to
P. & O. S. N. Co.'s Office, Hongkong, June 1, 1896. H. A. RITCHIE, *Superintendent.* 1119

SPECIAL NOTICE.

WE are NOW OFFERING the BALANCE of our STOCK of
LADIES' DRAPERY
AND
GENTLEMEN'S OUTFITTING,
Furnishing Goods, Bedsteads, etc.,
At HALF PRICE for CASH.
FOR ONE WEEK ONLY.
HONGKONG TRADING Co.,
Nos. 1, 2 and 5, D'AGUILAR STREET.
Hongkong, May 18, 1896. 1025

W. POWELL & Co.
HAVE RECEIVED
A SPLENDID ASSORTMENT OF
NEW GOODS,
BY THE STEAMSHIP *ADEN*,
LADIES' AND CHILDREN'S HATS—CHILDREN'S DRESSES.
BLOUSE SILKS—SUMMER DRESS GOODS.
BATHING DRESSES AND GOWNS, &c., &c
W. POWELL & Co.
Hongkong, May 30, 1896. 1107

BOATING PARTIES
SUPPLIED WITH
WINES, SPIRITS, &c.,
At a moment's Notice.—Bottles returned unopened will be allowed full value.
GANDE, PRICE & Co.,
Wine and Spirit Merchants,
1106 No. 12, Queen's Road Central.

Business Notices.

Summer Requisites.

CITRATE MAGNESIA. SEIDLITZ POWDER.
ENOS' FRUIT SALT.
RASPBERRY CITRATE. WATKINS' SALINE.
FRUIT SYRUPS.
LIME FRUIT JUICE. LIME FRUIT CORDIAL.
FRUIT TABLETS.
PERFUMERY. DISINFECTANTS.
SPONGES.
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.
From WATKINS & Co.,
1112 APOTHECARIES' HALL.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 6th June, 1896, at Noon, at the HONGKONG & WHAMPOA DOCK COMPANY, KOWLOON,—
(For account of whom it may concern),
ONE SPARE PROPELLER AND TWO SHAFTS,
Belonging to the S.S. *Actio*.
TERMS OF SALE.—Cash on delivery.
A Steam Launch for intending Purchasers will leave the NEW PEDDAR'S WHARF, at 11.30 a.m. on Day of Sale.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, May 30, 1896. 1109

For Sale.

FOR SALE.

A RELIABLE TIME KEEPER.
NEW STYLE
CLOCKS!
CLOCKS!!
CLOCKS!!!
MADE IN JAPAN.
Most Artistic in Style,
Most Correct in Time,
and
Most Economical,
THE MITSUI BUSSAN KAISHA,
No. 8, Queen's Road Central.
882a

FOR SALE.

Messrs. Kelly & Walsh's List includes the following WORKS by DR. EITEL:—
EUROPE IN CHINA: The History of Hongkong, from the beginning to the year 1882. Hongkong, 1895. $6.50.
HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. $2.50.
THREE LECTURES on BUDDHISM. Third Edition. Hongkong, 1884. $1.50.
FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. $2.00.
CHINESE DICTIONARY IN THE CANTON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. $10.00. Bound, $11.50.
CHINESE SCHOOLBOOKS. Translated. I. The Trimetrical Classic. II. The Thousand Words Poem. $0.50 per set.
Hongkong, August 9, 1895. 1476

To Let.

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
FIRST FLOOR of No. 4, BLUE BUILDINGS.
No. 2, MAGDALENE TERRACE—MAGAZINE GAP.
'TULLABEG' (Bungalow)—MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, May 14, 1896. 233

TO LET.

OFFICE in BEACONSFIELD ARCADE.
No. 5, BONHAM ROAD, 'PRIORY LODGE.'
HOUSES Nos. 4 and 8, BELILIOS TERRACE.
GODOWNS in DUDDELL STREET.
Apply to
BELILIOS & Co.
Hongkong, May 27, 1896. 1089

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTHANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 724

Notices of Firms.

COMPAGNIE DES MESSAGERIES MARITIMES.

I HAVE This Day RESUMED CHARGE of the COMPANY'S AGENCY at Hongkong.
G. DE CHAMPEAUX.
Hongkong, May 26, 1896. 1080

NOTICE.

MR. FREDERICK DAY GODDARD has been Admitted a PARTNER in my BUSINESS, and will be IN CHARGE during my Temporary Absence from the Colony.
The Business will be carried on under the Name of BURNIE & GODDARD.
E. BURNIE.
Hongkong, May 27, 1896. 1090

NOTICE.

I HAVE This Day Admitted Mr. THOMAS HIRD REID into PARTNERSHIP in the NEWSPAPER, PRINTING and PUBLISHING BUSINESS connected with THE 'CHINA MAIL,' such Partnership to take effect as from the 1st day of July, 1895.
GEO. MURRAY BAIN.
China Mail Office,
Hongkong, May 20, 1896. 1049

Intimations.

ZETLAND LODGE,
No. 525 E.C.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st June, at 8 for 8.30 p.m. precisely. VISITING BRETHREN are cordially INVITED to attend.
Hongkong, June 1, 1896. 1070

KELLY & WALSH, LTD.

JUST PUBLISHED

HAKKA MADE EASY—Part I, consisting of 35 progressive lessons, by J. DYER BALL ...$ 2.00
EASY SENTENCES IN THE HAKKA DIALECT, with a Vocabulary, by J. DYER BALL. *Second Edition* 1.00

Other Works by the same Author.

Cantonese Made Easy 3.00
How to Speak Cantonese... ... ... 3.00
Readings in Cantonese Colloquial ... 3.00
The Cantonese Made Easy Vocabulary 1.00
Easy Sentences in the Cantonese Dialect, with a Vocabulary... ... 1.00
An English Cantonese Pocket Vocabulary ... ... .75
How to Write the Radicals ... ... .75
How to Write Chinese—Part I ... 2.00
The Sun Wui Dialect ... ... .50
The Tung Kwün Dialect ... ... .50

Select Phrases in the Canton Dialect, by Dr. Kerr ... ... .50
English and Cantonese Dictionary, by Dr. Chalmers 6.00
1106]

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 2, 1895. 628

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the Year 1895, at the Rate of FIFTY CENTS per SHARE (or FIVE PER CENT. on the Capital of the Company), will be PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 22nd Inst., on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's OFFICE for their Warrants.
The DIVIDEND will also be PAYABLE at the HONGKONG AND SHANGHAI BANK, Shanghai, on presentation of WARRANTS there, on and after the same date.
By Order,
A. H. MANCELL,
Secretary.
Hongkong, May 22, 1896. 1060

WING YUEN & Co.,
DEALERS IN
PLUMBAGO, MICA, AND ASBESTOS.
KIM WING,
General Manager,
No. 30, Praya Central.
Hongkong, May 18, 1896. 1029

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT.

To-day's Advertisements.

TENDERS will be Received by the NAVAL STOREKEEPER up to Noon on SATURDAY, the 6th Inst., for the PURCHASE of SIX MARINE BOILERS, now on board H.M.S. *Tamar*.

These Boilers are constructed of Steel plates 11/16" thick, to bear a working pressure of 90 lbs. per square inch, and are in good condition.

They will be hoisted out of the ship at the expense of the Government, but all further charges after acceptance of Tender will be borne by the Purchaser.

Further Particulars and orders for Inspection can be obtained on application to the OFFICE of the CHIEF ENGINEER of the Naval Yard, where drawings can also be seen.

The right to decline any or all tenders is reserved.

H.M. NAVAL YARD,
June 1st, 1896. 1122

NOTICE.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ON and after this date, the BUSINESS of LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING at the Port of Hongkong will be carried on by the UNDERSIGNED, to whom all communications should be addressed.

NEWMAN MUMFORD,
Surveyor to LLOYD'S REGISTER OF BRITISH & FOREIGN SHIPPING.

9, Praya Central,
Hongkong, June 1, 1896. 1121

PUBLIC AUCTION.

FIRST CLEARANCE SALE OF THE HONGKONG TRADING CO.

GENTLEMEN'S OUTFITTING!!

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 5th June, 1896, Commencing at 2.30 p.m., at the HONGKONG TRADING CO.'s PREMISES,—

A QUANTITY OF

GENTLEMEN'S OUTFITTING,

comprising:—

SHIRTS, COLLARS, UNDERVESTS and DRAWERS, WALKING and TENNIS SHOES, HOSIERY, HATS, SCARVES, PERFUMERY.
&c., &c., &c.

The above will be put up in Suitable Lots and will be on View from *Wednesday*, the 3rd June, until day of Sale. Catalogues issued prior to Sale.

A SPLENDID CHANCE FOR AN OUTFIT.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, June 1, 1896. 1124

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. NAVAL STOREKEEPER, to Sell by Public Auction, on

WEDNESDAY,

the 10th June, 1896, at Noon, at H.M. NAVAL YARD,—

SUNDRY
NAVAL AND VICTUALLING CONDEMNED STORES,

comprising:—

OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c.
BRASS BOILER and CONDENSER TUBES.
OLD ZINC
ELECTRO-PLATED ARTICLES.

And
To be Sold at KOWLOON YARD, on

THURSDAY,

the 11th June, at Noon,—

FUNNEL, UPTAKES, TANKS, COWLS, GRATINGS, &c.,
from H.M.S. *Tamar*.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, June 1, 1896. 1114

PINILLOS LINE OF STEAMERS.

STEAMSHIP *MANILA*.

FROM ANTWERP, LIVERPOOL, AND SPANISH PORTS.

CONSIGNEES of Cargo by the above steamer are hereby informed that their Goods have arrived from Manila per S.S. *Yuensang* and are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 7th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 14th Instant, otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 11 a.m.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, June 1, 1896. 1123

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship
Bisagno,
Captain DODERO, will be despatched as above on WEDNESDAY, the 3rd June, at Noon, instead of as previously advertised.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, June 1, 1896. 1083

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE*)*.

The Co.'s Steamship
Polyphemus,
Capt. GOODWIN, will be despatched as above TO-MORROW, the 2nd Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 1, 1896. 1117

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Telamon,
Captain PURDY, will be despatched as above on WEDNESDAY, the 3rd Instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 1, 1896. 1044

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship
Yuensang,
Capt. W. WADDILOVE, will be despatched as above on WEDNESDAY, the 3rd Inst., at 5 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 1, 1896. 1120

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI.

The Co.'s Steamship
Dordogne,
Capt. A. BLANC, will be despatched for the above Port on WEDNESDAY, the 3rd Inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, June 1, 1896. 1116

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Teucer,
Captain RILEY, will be despatched as above on MONDAY, the 15th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, June 1, 1896. 1118

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND LONDON.

The Co.'s Steamship
Hyson,
J. S. HOGG, Commander, will be despatched as above on MONDAY, the 22nd Instant, at 5 p.m.

For Freight, etc., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, June 1, 1896. 1115

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, June 16, at noon.
Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 4, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)	TUESDAY, July 21, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th June, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 1, 1896. 1113

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Al'wp, B'men & H'bg	Deike Rickmers (s)	Arnhold, Karberg & Co.	June 5.
Bremen & Ports of Call	Prinz Heinrich (s)	Norddeutscher Lloyd.	June 23, at 9 a.m.
Chefoo and Tientsin	Ching Ping (s)	Carlowitz & Co.	June 2, at 5 p.m.
Japan	Ancona (s)	P. & O. S. N. Co.	June 5, at noon.
London, v. Suez Canal	Telamon (s)	Butterfield & Swire	June 3, at noon.
London v. Suez Canal	Teucer (s)	Butterfield & Swire	June 15.
London & Ports of Call	Mirzapore (s)	P. & O. S. N. Co.	June 4, at noon.
London, v. S'pore, &c.	Agapanthus (s)	Nippon Yusen Kaisha	About June 4.
London, v. Marseilles	Manila (s)	P. & O. S. N. Co.	About June 15.
London	Japan (s)	P. & O. S. N. Co.	About June 27.
Manila, via Amoy	Yuensang (s)	Jardine, Matheson & Co.	June 3, at 5 p.m.
Marseille v. Saigon	Natal (s)	Messageries Maritimes	June 10, at noon.
N'saki, Kobé & Y'hama	Glamorganshire (s)	Dodwell, Carlill & Co.	About June 6.
New York	Gerard C. Tobey	Siemssen & Co.	Quick despatch.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	June 7, daylight.
S. Francisco, v. Japan	Doric (s)	O. & O. S. S. Co.	June 16, at noon.
San Francisco	Socotra	Shewan & Co.	Quick despatch.
Shanghai	Polyphemus (s)	Butterfield & Swire	June 2, at noon.
Shanghai	Dordogne (s)	Messageries Maritimes	June 3.
Shanghai	Kaifong (s)	Butterfield & Swire	June 4.
Shanghai	Prinz Heinrich (s)	Norddeutscher Lloyd	About June 4.
Shanghai	Peshawur (s)	P. & O. S. N. Co.	About June 13.
Shanghai and Japan	Mazagon (s)	P. & O. S. N. Co.	About June 3.
Shanghai and Japan	Palawan (s)	P. & O. S. N. Co.	About June 12.
S'hai, Jinsen & N'saki	Satsuma Maru (s)	Nippon Yusen Kaisha	June 3, at 5 p.m.
S'pore Havre & H'burg	Hertha (s)	Siemssen & Co.	June 2, at 4 p.m.
Singapore and London	Hyson (s)	Holliday, Wise & Co.	June 22, at 5 p.m.
S'pore, P'nang & B'bay	Bisagno (s)	Carlowitz & Co.	June 3, at noon.
Straits and Bombay	Hydaspes (s)	P. & O. S. N. Co.	About June 5.
Swatow, Amoy & Tamsui	Formosa (s)	Douglas Lapraik & Co.	June 2, at noon.
Sydney & Melbourne	Airlie (s)	Gibb, Livingston & Co.	June 6, daylight.
Tacoma (Wash.), &c.	Braemar (s)	Nor. P'fic S. & R. Co.	June 5, at noon.
Trieste, &c.	Vindobona (s)	Sander & Co.	June 4.
Vancouver (B.C.) &c.	Empress of China (s)	Canadian P'fic R. Co.	June 10, at noon.
Victoria (B.C.), &c.	Mount Lebanon (s)	Shewan & Co.	June 15.
Y'hama, Kobé & N'saki	Hohenzollern (s)	Norddeutscher Lloyd.	About June 3.

SHIPPING.

ARRIVALS.

May 31:—

Kwang Lee, Chinese str., from Canton.

Ching Ping, Chinese str., from Canton.

Kwongsang, British str., from Canton.

Taisang, British steamer, from Canton.

Satsuma Maru, Japanese steamer, 1,157, F. L. Sommer, Moji May 26, Coal.—NIPPON YUSEN KAISHA.

Anchises, British steamer, 1,278, Thos. Wood, Rangoon May 15, Penang 21, and Singapore 25, 11 p.m., Rice and General.—CHINESE.

Gloucester City, British steamer, 1,409, Bell, Saigon May 27, Rice and Cotton Seed.—WO KEE.

Yuensang, British steamer, 1,106, W. Waddilove, Manila May 28, General.—JARDINE, MATHESON & Co.

City of Peking, American steamer, 3,128, J. Tremaine Smith, San Francisco May 5, Yokohama 24, and Nagasaki 27, Mails, Flour and General 806.12 tons.—P. M. S. S. Co.

Loo Sok, British str., 1,057, Jas. B. Jackson, Bangkok May 24, and Swatow 30, Rice.—BUTTERFIELD & SWIRE.

June 1:—

Kaifong, British steamer, 999, Dewar, Shanghai May 27, General.—BUTTERFIELD & SWIRE.

Lyeemoon, German steamer, 1,238, G. Heuermann, Shanghai May 28, General.—SIEMSSEN & Co.

Polyphemus, British steamer, 1,803, J. H. Goodwin, Liverpool April 18, and Singapore May 26, General.—BUTTERFIELD & SWIRE.

Tritos, German steamer, 1,340, W. A. Dinse, Saigon May 28, Rice, Fish and Cotton.—BRADLEY & Co.

Heihow, British str., 896, A. W. Saies, Chinkiang and Wuhu May 27, General.—BUTTERFIELD & SWIRE.

China, German str., 1,114, P. Antersen, Saigon May 28, Rice.—WIELER & Co.

Nanyang, German steamer, 983, F. Schulz, Wuhu May 26, Chinkiang 27, and Woosung 28, Rice.—SIEMSSEN & Co.

Loksang, British str., 998, N. Moncur, Newchwang May 23, and Chefoo 28, General.—JARDINE, MATHESON & Co.

Kalgan, British str., 1,158, L. Dawson, Newchwang and Chefoo May 26, Peas.—BUTTERFIELD & SWIRE.

Ancona, British steamer, 1,888, W. D. Mudie, Yokohama May 24, General.—P. & O. S. N. Co.

DEPARTURES.

May 31:—

Kaisar-i-Hind, for Shanghai.
Brunhilde, for Bangkok.
Benlomond, for Nagasaki.
Strathleven, for Saigon.
Triumph, for Hoihow.
Invertay, for Newchwang.
Ingraban, for Penang.

June 1:—

Kong Alf, for Tamsui.
Taisang, for Swatow.
Lyeemoon, for Canton.
Nanyang, for Canton.
Redpole, British gunboat, for a cruise.

CLEARED.

Anchises, for Swatow.
Lucy A. Nickels, for New York.
Kong Beng, for Bangkok.
Formosa, for Swatow.

PASSENGERS.

ARRIVED.

Per *Anchises*, from Rangoon, &c., Mr Ewing, and 400 Chinese, for Amoy.

Per *Gloucester City*, from Saigon, 15 Chinese.

Per *Yuensang*, from Manila, Capt. and Mrs Whitmore; Messrs J. Block, A. G. Smith, A. P. Rubio and son, and E. Medina, 74 Chinese, and 1 Japanese.

Per *City of Peking*, from San Francisco, &c., Mr C. Ewens, and 44 Chinese.

Per *Loo Sok*, from Bangkok, 7 Europeans; from Swatow, 100 Chinese.

Per *Lyeemoon*, from Shanghai, Mrs B. Schmacher, Miss Böning, 3 Misses Scheppelmann, Messrs Hewcourt, Bergerowsky, and 61 Chinese.

Per *Polyphemus*, from Liverpool, &c., Mrs Davies and 2 children, Mr Rodgers, and 59 Chinese.

Per *Tritos*, from Saigon, 58 Chinese.
Per *China*, from Saigon, 128 Chinese.
Per *Nanyang*, from Wuhu, 5 Chinese.
Per *Loksang*, from Chefoo, 4 Chinese.

DEPARTED.

Per *Kaisar-i-Hind*, for Shanghai: from Hongkong, Messrs H. B. Stableforth, Nenbourg, N. K. Autia and O. M. Adamson; from London, Messrs J. Bennett, Bennett, Junr; from Brindisi, Messrs J. Lyon and C. Buchanan; from Bombay, Mrs and Master Fara.

Per *Brunhilde*, for Bangkok, 12 Chinese.
Per *Kong Alf*, for Tamsui, 12 Chinese.
Per *Triumph*, for Hoihow, 100 Chinese.
Per *Ingraban*, for Penang, 436 Chinese.
Per *Taisang*, for Swatow, Mr Davidson.

TO DEPART.

Per *Anchises*, for Swatow, 300 Chinese.
Per *Kong Beng*, for Bangkok, 15 Chinese.
Per *Formosa*, for Swatow, 300 Chinese.

SHIPPING REPORTS.

The Japanese steamer *Satsuma Maru* reports: Had fresh S.W. breeze throughout.

The British steamer *Anchises* reports: Left Rangoon on May 15th, and experienced very strong S.W. monsoon to Penang. Left Penang on 21st, and Singapore on 25th. Singapore to Cape Padaran, light variable winds and calms. Cape Padaran to port, light to moderate Southerly winds and fine weather.

The British steamer *Gloucester City* reports: Had fine clear weather throughout the passage, smooth sea and light S.E. to South breezes.

The British steamer *Yuensang* reports: Left Manila May 28th, experienced light N.W'ly winds, with smooth sea and fine clear weather till 4 a.m. of the 30th. From then till arrival, had moderate S.W. wind and sea, with fine weather. Arrived at Hongkong May 31st.

The American steamer *City of Peking* reports: Left San Francisco May 5, at 4.24 p.m., and arrived in Yokohama 21st, at 1.30 p.m. Left Yokohama 24th, at 5.15 a.m., and arrived in Nagasaki 26th, at 9.15 a.m.; left Nagasaki 27th, at 5.05 p.m. Fair weather throughout.

The British steamer *Loo Sok* reports: Weather fine; arrived at Swatow from Bangkok with 800 Chinese. May 29th, spoke *Poltalloch*, bound Shanghai, lat. 21° 46' long. 116° 07'.

The British steamer *Kaifong* reports: From Shanghai to Chapel Island, thick fog generally, with fresh S. and S.W. winds; from Chapel Island to port, light S.W. winds and fine clear weather.

The German steamer *Lyeemoon* reports: Anchored near Elliot Island in fog from 7 p.m., 28th, until 6 a.m., 29th. Further on light changeable winds, with light fogs. From Lammock to port, fine weather, light S.W. breeze.

The British steamer *Polyphemus* reports: Had light winds, fine weather throughout.

The German steamer *Tritos* reports: Fine weather the whole passage; Southerly winds.

The German steamer *Nanyang* reports: Left Woosung 28th May, foggy weather, light Southerly wind to Hieshan; from Hieshan to Turnabout, strong S.W. wind, fog; from Turnabout to Lammock, light Southerly wind, foggy weather; from Lammock to port, fine clear weather, fresh S.W. wind. Barometer 29 90 to 29.85.

The British steamer *Loksang* reports: Had moderate to fresh S.W'ly winds and foggy weather.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY.—
Per *Anchises*, at 9.30 a.m., on Tuesday, the 2nd June.

For BANGKOK.—
Per *Kong Beng*, at 9.30 a.m., on Tuesday, the 2nd June.

For SWATOW & DELI.—
Per *Taicheong*, at 9.30 a.m., on Tuesday, the 2nd June.

For SWATOW, AMOY & TAMSUI.—
Per *Formosa*, at 11.30 a.m., on Tuesday, the 2nd June.

For SHANGHAI.—
Per *Kwang Lee*, at 3.30 p.m., on Tuesday, the 2nd June.

For CHEFOO, TIENTSIN & NEWCHWANG.—
Per *Kwongsang*, at 3.30 p.m., on Tuesday, the 2nd June.

For SINGAPORE.—
Per *Hertha*, at 3.30 a.m., on Tuesday, the 2nd June.
Per *Hyson*, at 4.30 p.m., on Monday, the 22nd June.

For CHEFOO & TIENTSIN.—
Per *Ching Ping*, at 4.30 p.m., on Tuesday, the 2nd June.

For SAIGON.—
Per *Jacob Christensen*, at 4.30 p.m., on Tuesday, the 2nd June.

For SINGAPORE PENANG & BOMBAY
Per *Bisagno*, at 11.30 a.m., on Wednesday, the 3rd June.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.—
Per *Mazagon*, at 3.30 p.m., on Wednesday, the 3rd June.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Ancona*, at 11.30 a.m., on Friday, the 5th June.

For SHANGHAI, KOBE, YOKOHAMA, VICTORIA, B.C. & TACOMA, WASH.—
Per *Braemar*, at 11.30 a.m., on Friday, the 5th June.

For KOBE & YOKOHAMA.—
Per *Amara*, at 2.30 p.m., on Saturday, the 6th June.

For CHEFOO & NEWCHWANG.—
Per *Independent*, at 3.30 p.m., on Monday, the 8th June.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Mirzapore* will be despatched on THURSDAY, the 4th June, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*, to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, coin, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, Par 30)

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—*Formosa* leaves for Swatow, &c.
Noon.—*Polyphemus* leaves for Shanghai.
4 p.m.—*Hertha* leaves for Hamburg, &c.
5 p.m.—*Ching Ping* leaves for Chefoo, &c.

Miscellaneous.

Goods per *Aden* not cleared after 4 p.m. subject to rent.

Goods per *Mazagon* not cleared after 4 p.m. subject to rent.

Goods per *Gerda* undelivered after this date subject to rent.

Goods per *Arratoon Apcar* undelivered after this date landed.

General Memoranda.

FRIDAY, June 5:—
2.30 p.m.—Auction of Gentlemen's Outfitting, at the Hongkong Trading Co.'s Premises.
Goods per *Kaisar-i-Hind* not cleared after 4 p.m. subject to rent.

SATURDAY, June 6:—
Noon.—Auction of One Spare Propeller and Two Shafts, belonging to the S.S. *Activ*, at the H.K. & W'poa Dock Co., Kowloon.

SUNDAY, June 7:—
Goods per *Manila* undelivered after this date subject to rent.

WEDNESDAY, June 10:—
Noon.—Auction of Sundries at H. M. Naval Yard.

NOW READY.

Vol. XXII.—No. 1.

'CHINA REVIEW'

CONTAINS

The Triad Society, or Heaven and Earth Association.
Migrations of Tones in Modern Chinese.
The Satsuma Rebellion.—Old Japan.
Memorial Stone to the Late *Téghin* K'üeh.
The Tungkwun Dialect of Cantonese.
The Reviewer Reviewed, or Mr. Lockhart's Reply to Mr. Giles' Review of the Manual of Chinese Quotations.
Notes and Queries,—
A Challenge.—Giles *v.* Ho Kai.
Sartor Resartus.
Notices of New Books.
Collectanea Bibliographica.
Books Wanted, Exchanges, &c.
To Contributors.

Exchange.

HONGKONG, June 1, 1896.

On London—	
Bank, Wire,	2/2¼
,, On demand,	2/2¼
,, 30 days' sight,	2/2⅜
,, 4 months' sight,	2/2⅝
Credits, 4 ,,	2/2⅝
Documentary, 4 months' sight,	2/2¾
On Paris—	
On demand,	2.75
Credits, 4 months' sight,	2.80
On Berlin—Demand,	2.23
On New York—	
On demand,	53⅜
Credits, 60 days' sight,	54⅝
On Bombay—	
Wire,	187½
On demand,	188
On Calcutta—	
Wire,	187½
On demand,	188
On Shanghai—	
On demand,	71⅞
30 days' sight, private paper	72⅛
Gold Leaf, 100 fine (per tael)	$46 60
Sovereigns (Bank's buying rate)	$ 8.97
Silver (per oz.)	31 3/16 d

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

Wines and Spirits.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked 'E' is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, January 9, 1896. 75

DEATH.

At 4, North Szechuen Road, Shanghai, on the 25th May, AGNES LOUISE, youngest daughter of H. S. and S. Goodfellow; aged 12 years.

The publication of this issue commenced at 6.20 p.m.

The China Mail.

HONGKONG, MONDAY, JUNE 1, 1896.

SPEAKING generally, it has been matter of notoriety for many years that the frequency with which fires have occurred in Chinese properties since the Chinese were initiated into the 'blessings' of insurance pointed conclusively to incendiarism. But then arson is, at all times and under the most favourable circumstances, one of the most difficult crimes to prove, and that coupled with local circumstances has given the Chinese incendiary almost absolute immunity from detection and punishment. It was thought the Fire Enquiry Ordinance would be a deterrent, but, unhappily for the Colony, the Ordinance has not always been administered in a liberal and commonsense spirit. The result has been that the Chinese have committed fires just the same as ever and have laughed at the futile attempts to prove their guilt. Kerosine lamps continue to fall in the most extraordinary way from the most extraordinary places and to set up a conflagration with most extraordinary rapidity; the master of the destroyed premises is nearly always in Canton and only arrives in time to claim his insurance indemnity. The fokis never attempt to save anything, but, invariably, the accountant, who sleeps conveniently on the counter near the front door, manages to escape with the books of the house and is able to satisfy 'His Worship' that the place was stored with highly-priced goods and merchandise. The case just tried by Chief Justice Carrington and an intelligent Special Jury revealed one of the most barefaced attempts to defraud the Insurance Companies concerned that has yet come under our observation, and the conviction of the two partners and their condign punishment will, we hope, have a good effect on those Chinese who have a predisposition to incendiarism. The arrangements for setting fire to the house had evidently been deliberately planned, and only a slight miscalculation on the part of the guilty persons prevented what might have been a disastrous conflagration. We cannot help thinking the majority of the fires that take place here in Chinatown are due to the deliberate and criminal acts of the parties interested, regardless of the lives and property of persons residing the neighbourhood. For the protection of life and property throughout the Colony, more than for the protection of the Insurance Companies, who have hitherto been the largest losers, we welcome the verdict and sentence of Friday last. We hear that a proposal has been mooted to create an Adjuster of Claims, whose duties will be to investigate all cases of fire in the city where insurance has been effected and to arbitrate on the claims for indemnification. This official will, of course, be the paid servant of the Insurance Companies and the agents of Insurance Companies in the Colony. The proposal is an excellent one. Whether it will have any stronger deterrent effect upon incendiarism than the Fire Enquiry Ordinance is problematic, but it ought to have a beneficial effect upon the Chinese mind. Probably more good would be done by an Inspector making surprise visits to insured premises to see that they were properly stocked. The Fire Insurance Companies, from their point of view, have already benefitted themselves by combination; by further co-operation in other directions they will be able to evolve a better scheme for their own protection than could be devised by Government officials. At any rate the present appears to be an opportune moment for taking a new step to demoralise the Chinese criminal.

WE have heard it whispered that the Government proposes to appoint a Commission to enquire into the allegations made by Mr W. Danby and others against certain members of the Cleansing Staff at work, under the direction of the Sanitary Board, throughout the Colony. If our information is correct, and we trust it is, it shows a disposition on the part of the Government to deal with a knotty subject in the proper spirit, that the Government is not to allow itself to be led by any hot-headed individual member into legal proceedings without first having satisfied itself of the inaccuracy (or otherwise) of the allegations that have been made. Were these allegations to be investigated in open Court—which, we take it, would have been the outcome of the recent resolution passed by the Official Majority of the Sanitary Board—there would have been only the remotest chance of arriving at the truth. Mr Danby's letter in reply to the minutes and statements published from the Sanitary Board shows how necessary it is to hold a strict investigation. In some cases specific complaints have been made. It should not be a difficult matter to investigate these cases and to arrive at a definite decision upon them. There have been many less specific complaints urged by others than Mr Danby; an opportunity should be afforded, and doubtless will be afforded, for their investigation; and we trust the leaders of the Chinese community, if the opportunity is given them, will not hesitate to bring forward their witnesses in the interests of all concerned.

THE Blood is the source from which our systems are built up, and from which we derive our mental as well as our physical capabilities. If the blood is diseased the body is diseased. Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give Clarke's world-famed Blood Mixture a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER).

OUTWARD BOUND:—*Ixion*, April 17; *Fau Sang*, 21; *Glenavon*, 28; *Oopack*, *Nerite*, May 1; *Rose Castle*, *Balmoral*, *Dordogne*, *Rickmers*, 5; *Cedar Branch*, *Woolwich*, 9; *Thekla*, *Tosa Maru*, 12; *Chinwo*, 14; *Glenfarg*, *Palawan*, *Bengloe*, 15; *Glenartney*, *Melbourne*, *Monmouthshire*, *Oolong*, *Orestes*, *Dorothea Rickmers*, 19; *Ernest Simons*, *Sachsen*, *Dardanus*, *Shanghai*, 22; *Océana*, *Boynton*, *Elektra*, *Prometheus*, 26; *Kaisow*, 28; *Glenesk*, *Sunda*, *Telena*, 29.

HOMEWARD BOUND:—*Glenfruin*, April 14; *Ghazee*, *Preussen*, 21; *Frigga*, *Maria Teresa*, 24; *Tantalus*, May 1; *Salazie*, 12; *Aglaia*, 15; *Yarra*, 26.

Mails.

The Nord. Lloyd s. s. *Prinz Heinrich*, carrying the German mails, with dates from Berlin to the 4th May, left Singapore on Thursday, May 28, at 5 p.m., and may be expected here on or about Tuesday, the 2nd June.

The N. P. s.s. *Tacoma* left Victoria for this port on 17th May, via usual ports of call.

The P. M. s.s. *China*, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 20th May.

Steamers Expected.

The N. Y. K. chartered s. s. *Arthur Head* left Singapore on May 26, and was expected here on Sunday, May 31.

The P. & O. S. N. Co.'s s. s. *Hydaspes* left Singapore for this port on 27th May, at 11 a.m.

The O. S. S. Co.'s s.s. *Pyrrhus*, from Liverpool, left Singapore on May 28, and may be expected here on or about the 3rd June.

The s.s. *Glamorganshire* left Singapore on May 29, and is due here on or about the 4th June.

The Austrian Lloyd's s. s. *Vindobona* left Kobe for this port on the morning of May 28.

The China Mutual Company's steamer *Chingwo*, from Glasgow and Liverpool, passed the Canal on the 14th May, and may be considered due at Singapore on or about the 2nd June.

The China Mutual Co.'s s.s. *Kaisow*, from Glasgow and Liverpool, passed the Canal on May 28, and may be considered due at Singapore on or about June 13.

Latest Advices.

The O. & O. s. s. *Coptic*, with mails, &c., left Yokohama for San Francisco on May 30.

The O. & O. s. s. *Doric*, with mails, &c., from San Francisco to the 12th May, via Honolulu, has arrived at Yokohama, and was to leave for this port, via Nagasaki, on the morning of June 1.

The P. & O. s. s. *Rohilla* left Bombay for this port on the afternoon of May 30.

The *Empress of China* arrived at Shanghai at 4 p.m. on Saturday, May 30, and left again at midnight same day for Hongkong, where she is expected to arrive at 9 a.m. on Tuesday, June 2.

The *Empress of Japan* left Yokohama for Vancouver on Saturday morning, May 30.

The Silk ex *Empress of India* arrived at New York on May 29.

THE Russian admiral, Admiral Alexeieff, was in Peking on the 19th May.

THERE were 123 European and 1385 Chinese visitors to the City Hall Museum during the week ending May 31.

THE P. M. s. s. *China*, leaving hence June 25, and the P. & O. s. s *Coptic* on July 21, will *not* call at Honolulu.

THE *Kobe Herald* announces that owing to the protracted illness of Mr J. J. Enslie, H.B.M's. Consul at Kobe, Mr F. W. Playfair has been appointed Acting Consul.

IT is reported from the North that Sir Robert Hart told the Tsung-li Yamen he would go on leave if they could find some one to take his place.

ON the 17th May the thermometer registered 102° degrees in the shade at Tientsin. On the 18th, it reached 103°, and on the 19th, 95° Fahrenheit.

THREE quarrymen were fined $25 each at the Magistracy by Commander Hastings to-day for not taking proper precautions against accident while blasting operations were in progress.

IT is notified that the following Ordinances have been approved:—An Ordinance to prevent doubts as to the validity of documents heretofore sealed with the seal of the Colonial Court of Admiralty of Hongkong; An Ordinance to amend the practice as to the vacating of the registration of a Lis pendens; An Ordinance for the incorporation of the President in Hongkong of the Basel Evangelical Missionary Society.

MESSRS Warner, Blodgett & Co., in their circular dated Manila, May 25, gave the following version (which is slightly different from what we gave from *El Comercio* the other day) of the accident which occurred on board the British steamer *Tennyson*:—'The British steamer *Tennyson*, 1315 tons register, en route from Hamburg to Vladivostock with a general cargo, put in here on the 9th instant with fire in No. 3 hold. Assistance was sent off by the Harbour Master, the fire was soon extinguished, and the vessel proceeded on her voyage the same afternoon.

WE learn that the American ship *Berlin*, 1553 tons register, on a voyage from Amoy to New York with a full cargo of tea, put into Manila on the 21st May; Capt. Whitmore having been seriously injured in the left leg, by a sea shipped during the typhoon encountered by the vessel on the 16th and 17th May. The Captain's injury was of such an extent as to incapacitate him for duty. The vessel put into Manila to seek for a new master, and was to proceed as soon as one could be engaged. The ship and cargo escaped damage.

ALLISON Pianos, Art Models, very fine, $400/450; Cabin Pianos, small but excellent, $175/220.—W. Robinson & Co.

H.M.S. *Narcissus*, on the 27th May, was waiting to be docked at Nagasaki.

Two new Chinese dailies have been started at Shanghai. More signs of progress!

IT is reported that there are no less than forty bicyclists at Hankow.

THE King of Corea is said to be becoming an expert billiard player.

THE Tientsin Derby was won by Dr Frazer's *Fairplay*, ridden by Mr J. M. Dickinson.

IT is notified that the Vaccine Institute will be closed during the summer months from 1st June to 30th September, 1896.

M. OVIDE Musin has had a most successful tour in Java. He is now on his way to India.

THE German Naval squadron *Kaiser*, *Kormoran*, *Prinzess Wilhelm*, *Irene* and *Arcona*, left Nagasaki on the 26th May; destination unknown.

IN a gale at Kobe on the night of the 20th May, the British ship *Dundee*, which was discharging in Hiogo Bay, dragged her anchors and went ashore at Wada Point.

A SUCCESSFUL Horse, Pony and Flower Show was held at Shanghai on the 23rd May. Unfortunately, rain fell and spoiled what is generally regarded as 'a social function.'

MESSRS Wilson and Payne, the Customs divers, went down in the *Fukle*, from Shanghai on the 23rd May, for the purpose of blowing up the wreck of the pilot boat *Syren*, which was successfully accomplished.

THE Kobe Rowing Club has been unfortunate enough to lose two pair-oar boats and a single scull which were being sent up to Yokohama in the *Teucer* for the use of the Kobe representatives in the interport races. The pair oar race was to have been rowed in Kobe boats.

THE King of Siam has been most liberal in his dispensation of honours, titles and orders during his stay in Singapore. We now learn that His Majesty has conferred on Captain Le Gall of the M. M. steamer *Saghalien*, on board of which His Majesty's two sons and brother went to Marseilles, the order (fifth class) of the White Elephant.

THE Queen's Birthday was celebrated at Amoy on the 20th May by a cricket match in the forenoon and afternoon and a concert in the evening. The Cricket Club played the 'Services' and lost. W. H. Wallace, for the Club, scored 61 in the first innings and 43 in the second; and for the winners Clayton scored 21 and 55 not out.

MR Shimizu, Japanese Consul in Hongkong, has been informed by cable that Count Mutsu, H.I.J.M.'s Minister for Foreign Affairs, was relieved from the duties of his office on 30th May, presumably on account of illness. Marquis Saionzi, Minister for Education, has been appointed Minister for Education and Foreign Affairs.

THE *N.-C. Daily News* reproduces the following Reuter telegram:—'London, 26th May.—The *Times* states that Herr von Brandt, formerly German Minister at Peking, has been appointed adviser for Foreign Affairs to the Tsungli Yamên with the rank of Minister,' and appends the following note:—'This news was published in the Shanghai *Messenger* some weeks ago, but there was never any foundation for it. Herr von Brandt is now on the River, and is to leave Shanghai finally for home on the 13th June.'

THE following telegram was despatched from Shanghai on the 24th May:—'Queen Victoria, Windsor.—British residents Shanghai send respectful heartfelt congratulations Her Majesty's seventy-seventh anniversary.' The following telegraphic answer was received on the 25th May:—

'Windsor, 24th May.

'To British Residents, Shanghai.

'The Queen thanks you for kind message.

'PRIVATE SECRETARY.'

AT the Magistracy to-day Lau Wai Ching was charged, before Commander Hastings, with tendering a bribe to John Rennie, Inspector of Nuisances, Yaumati. John Rennie, Inspector of Nuisances, No. 10 Western District, Yaumati, said at ten minutes past four o'clock on Saturday he arrived at his house at 73 Praya West. He found defendant there, who was talking to his housekeeper. His housekeeper told him defendant came to ask if he was to pull down the rooms in her house. He told her, through his housekeeper, that if the room was rotten and dirty the wood would be burned. He then sat down at his desk, when the defendant crossed to where he was sitting and spoke to him in Chinese. She requested that he should not pull down her rooms, and said 'Do not pull my rooms down and I will give you this to buy whisky,' handing him $15. He sent for the Police, and had the woman arrested. The Chinese housekeeper gave corroborative evidence. His Worship committed the case for trial at the Criminal Sessions.

W. ROBINSON & CO. have 150 Pianos for Hire on Monthly Payments, also Pianos returned from Hire cheap.

VESSELS AT THE DOCKS:—At *Kowloon*—Taichow, Mascotte, Kutsang, Albingia, Framnes, Portuguese gunboat Bengo.

Cosmopolitan—Exe, Wandering Jew, John Baizley.

Aberdeen—(none).

ACCORDING to a Tientsin despatch the Peiyang authorities have commenced building a mint for the coinage of dollars and subsidiary money at the Eastern Arsenal, on the side opposite the new German concession at Tientsin.—*N.-C. Daily News.*

THE Chungking correspondent of the *N.-C. Daily News* writes:—The opium crop seems to have been very good, and sold well, but rice continues always to rise in price, and all our generally beautiful cherries were ruined by the rain, as it seems now the loquats will be.

ON the 23rd May, the Hankow correspondent of the *N.-C. Daily News* wrote:—The *Oanfa* is to-day advertised as ready to load tea for London at 47s. 6d. per ton. The s. s. *Saratov* is loading fast, and will be away soon. The temperature is still bearable, and has not approached the point reached on the 11th of April last, when it was 94°.

THE much-discussed rumour about a contemplated expansion of the scope of the Nippon Yusen Kaisha seems to have been definitely settled. We are told by the *Jiji Shimpo* that, at the Council of the Directors held on the 20th May, it was decided to raise the capital from 8,800,000 yen to 22,000,000 yen; to increase the European service to two sailings a month; to order six more steamers for the line; and, lastly, to procure another batch of six steamers for regular service to America and Australia once every two months. The project will be placed before an extraordinary general meeting of the shareholders to be held in June.—*Japan Mail.*

SMALL-pox has broken out in Tokyo and Hiroshima. There is scarcely a time when some virulent epidemic disease is not raging somewhere in Japan; cholera, typhus fever, dysentry, small-pox and other virulent diseases seem to have their permanent habitat in Japan and travel from place to place. The people at large are, however, so careless and so ignorant of the most elementary hygienic and sanitary laws that those diseases will continue to ravage the country until the Government can see its way to give its teachers higher salaries than the fraction of a coolie-hire which they get at present.—*Eastern World.*

A TELEGRAM from London that appears in the American press, announces that the friends and admirers of the great artist, Sir John Millais, have been shocked to learn that the disease which has affected his health so seriously of late has been pronounced cancer of the throat. He was unable to make a speech after his election to the presidency of the Royal Academy, and the usual dinner was abandoned. The disease is attributed by physicians to the inordinate use of tobacco. His condition, while alarming, is also uncertain, since he may live ten days or ten months. He is aware of the hopelessness of his recovery, and according to his friends, is facing the situation with fortitude and cheerfulness.

MACHINE guns will be taken with the force for Suakim and the Gordon Highlanders have been ordered to make over their Maxim to the 26th Punjab Infantry and the Somersetshire Light Infantry their gun to the 35th Sikhs. The gun detachments will be trained on board ship. Twenty thousand rounds of ammunition will be sent with the Maxim. The troops will be equipped with camel transport at Suakim but will take with them obligatory mule transport of 84 animals per regiment for carriage of ammunition, water, field hospital equipment and the like. The Bengal Command is not represented, though if a third Infantry Battalion had been sent as seemed possible at one time, a Bengal regiment would have been chosen. The officer next in seniority to Brigadier-General Egerton will be Colonel Elliot, Commandant, the 1st Bombay Lancers.—*Rangoon Gazette.*

FROM a letter from Chemulpo dated the 11th May, which has been sadly delayed in transmission, the *N.-C. Daily News* learns that the American employés of the Corean government have had their salaries reduced to a uniform $300 a month. General Dye has been made manager of the Government Experimental Form and Mr Nienstead Paymaster of the Army.—Much is hoped from Mr McLeavy Brown's appointment as head of the Financial Department.—The Russians look as if they were going to settle down at Chemulpo: they have staked off Rose Island in the harbour and say that they are going to build coal godowns, but they have dug a trench round a much larger site than is needed for coal godowns, and they have also staked out some ground in the neighbouring island of Yengchong.—The Coreans generally are delighted at the elimination of the Japanese influence from the country.—In reference to the claim made by the Japanese Government for an indemnity for the murder of Japanese in Corea, the Corean Government proposes to submit to Japan the following balance-sheet:—

COREA IN ACCOUNT WITH JAPAN.

Dr.	Cr.
To 50 Japanese coolies murdered by Coreans at $5,000 ea. $250,000.	By one Corean Queen murdered by Japanese ....$250,000.

WRITING on the 19th May from Tientsin, a correspondent of the *Mercury* says:—What a 'bunder' your morning contemporary publishes about Chefoo, and the news coming from this about Kaichow Bay being 'ceded' by China to Russia. In November last I wrote that China had agreed, with the knowledge of the British, German and French Governments, to allow Russia the liberty to use Kaichow Bay as a wintering port for her fleet. I now further learn that other Treaty Powers have also the right to use Kaichow Bay for the same purpose. There is nothing stipulated in the agreement about ceding; it most distinctly states *liberty* to use the bay as a wintering station. Now, in regard to Russia in Chefoo and the piece of property disputed by Messrs Fergusson & Co. This was decided long ago, that is to say, the right of foreshore, when the Customs and Messrs Fergusson obtained permission to construct their respective jetties, and what was then granted to them can be granted to others. The decision then arrived at and on which the late concession, if it so be termed, is this, all land along a foreshore above high water belongs to the proprietor of the property and all the land under that, at high water, is claimed by the Chinese Government. The buyer of the land in dispute did not purchase the land of anyone holding title deeds, and what the Russian Consul requested the Taotai to do was to certify that the land was not claimed by deeds, which he, the Taotai, did.

THE reverend fathers conducting the Catholic Missions in Kiangsi, fearing trouble during the erection of a school-house without the walls of the capital, requested the Governor to furnish them with a small body of soldiers to prevent any probable disturbance. The Governor readily consented and fifty men were told off for the work. When the buildings were erected the men were sent back to the Governor, who received a complimentary letter of thanks for his courtesy from the missioners.—*China Gazette.*

THE first annual general meeting of the Fire Insurance Association of Shanghai was held at the Board Room, No. 2, Canton Road, on the 25th May, when there was a good attendance of members. Mr J. A. Ballard presided; and the report and accounts for the past year were unanimously adopted. The sum of $150 was voted as a reward to the detectives and others who were instrumental in securing the arrest and conviction of four of the incendiaries concerned in the fire of the 10th March at Miller Road, Hongkew, and the following committee was elected to serve for the ensuing year, *viz*:—Messrs Ballard, Birt, Burder, W. W. Cox, W. D. Little, Probst, Rief, and F. W. Such.

THE reporters at the Jameson trial were hard put to it to spell the name of a place which came trippingly off the tongue of a Boer witness, but for which the ordinary signs of stenography offer no equivalent. In the depositions, it is said, the name appears as Van Uithoonis Winkelspruit. The nearest the *Evening Standard* reporter got to it was Van Nit Hookiswinkel Sprint; the *Globe* gently modified this to Van Nit Hooriswinkel, while the *Sun* simplified it to Van Oudtshoorn's, and the *Evening News* boldly made one fearsome word of it, thus—Vanoudtschawanswinkel. The rest of the reporters fenced gently with it, or, like prudent men, declined it altogether.—*Japan Mail.*

WE believe that according to present arrangements the U.S. cruiser *Boston* will leave here on Wednesday, taking Revs. Messrs Hayden and Little, who will be reinstated at their station near Kiangyin. The cruiser will then go out for target practice and return to Shanghai in a fortnight's time. The mandarins have, thanks to the energy of Mr Jernigan and the U.S. Consul at Kiukiang, been forced to admit that the trouble was solely the fault of the people, headed by the Chinese doctor who was jealous of the interference of the foreign medical missionaries in treating certain patients, and which angry Chinese disciple of Æsculapius caused the riot in question.—*China Gazette.*

THERE is a good deal of excitement in the air just now (writes the Hankow correspondent of the *N.-C. Daily News*), in consequence of a 'notice to quit' which has been sent to the Stewards of the Race Club by the French Consul, such notice being followed up by a somewhat peremptory digging of holes across the course for the erection of a fence. The holes were promptly filled up by the Clerk of the Course in the presence of the Consul, and a large meeting of the members of the Race Club was held last night to discuss the situation. It is to be hoped that some amicable arrangement may be arrived at, for the loss of the Race Course as a place for fresh air and recreation would be an irreparable one to the residents of Hankow. Public feeling naturally runs very high, and the action of the Consul appears to require more explanation than is so far forthcoming.

WE learn that on the arrival of H.M.S. *Spartan* at Hankow no one seemed to know if a Chinese official was going to attend the Court-martial. Captain Winsloe accordingly sent his card to the Taotai with a message saying that he had come up to hold the trial of the Chinese cook of the *Esk*, and that an official would be admitted to the Court, if one wished to attend. The reply was that the day fixed was most inconvenient as it was the day for holding criminal appeals, but that if Captain Winsloe would postpone the trial for one day, the Taotai would attend in person. This was a most inconvenient request as it might cause some of the witnesses to miss the *Empress of Japan*, by which they were going to Yokohama, and it also seemed that as the Taotai had had three weeks' notice of the date of trial, he might have objected earlier. However, Captain Winsloe acceded to the request as he did not wish the Taotai to be able to say that the Court-martial was held on a day on which he could not possibly be present. Captain Winsloe then found that the Taotai proposed to sit on the bench as a magistrate with him, as is done in a Mixed Court trial, and when it was explained to him that he was only invited to come as a spectator, he turned round and said he had no instructions and would not come. The investigation proved the affair to have been a pure accident on the part of the cook, and that the person who selected the range put it in a very unfortunate place. The *Spartan* left on Monday for Port Hamilton and Nagasaki. On her way up river, her officers had a very good day with the spring snipe at Kiukiang, bagging 70 couple, but when she came down the river, they were all gone. It is rather a pity that the *Spartan* could not remain at Hankow, that Captain Winsloe might settle the question of the Race Course and the French Concession.—*N.-C. Daily News.*

OUR special snake man in Sumatra writes:—You are always laughing at my 'snake stories,' *which are true*. If you doubt that other animals have equal vitality (and I claim that this ought to convert you into belief in me) look up *Land and Water* 4th April, p. 543, col. 3, para. beginning 'The sealing business.' If you imply that I am a descendant of Ananias, I retort that surely Thomas which is called Didymus was a forbear of yours.' What was wrong with Thomas anyhow? He had an acute mind which would have been classed as 'scientific' if it had been systematically trained. It is to the Thomases, the investigators, the testers of facts, that the civilised advance of the world is altogether due. He lacked enthusiasm and imagination, and was probably a hard prosaic person who was always 'wanting to know, you know.' But here is something for our Sumatra friend to think over, and better if he can:—An excellent angler's tale is told by a Nashville man in a Transatlantic contemporary. He kept a pond the fish in which were so tame that they would feed out of his daughter's hand. One day a fish presented itself which was suffering—in the literal sense—from swelled head. The young lady operated successfully upon the patient, who reappeared next day completely restored to health, and with a splendid appetite. A few days later, when the daughter of the house went down to the pond, a scene of unusual commotion was observable. A small shoal of fishes were seen advancing to the shore, pushing along one of their number with a broken fin. The young lady procured a needle and thread, stitched up the wound, and again effected a complete cure. Great excitement is reported to prevail in Georgia, the centre of the snake-story industry, at this infringement of their monopoly.—*Singapore Free Press.*

A NEW DEPRESSION IN THE CHINA SEA.

The Spanish Consul has kindly favoured us with a copy of the following telegram:—

'Manila, 31.5.96.—There is a depression East of Luzon.'

The following notice was issued by the Hongkong Observatory:—

On the 1st at 11.25 a. The barometer has risen quickly at Shanghai in rear of a depression which seems to have been moving Eastward to the N. of that station yesterday. On the S. and S.E. coasts pressure has decreased and a gradual fall is also in progress at Bolinao. Probably a depression exists, or is in course of formation, in the Pacific to the Eastward of Luzon. Forecast:—light or moderate S.W. and W. winds; fine.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, May 29, 1896.

THE RECENT DISTURBANCE IN CRETE.

All the Powers are in accord on the Crete trouble.

LATEST DERBY BETTING.

6 to 5 on *St. Frusquin*,
4 ,, 1 against *Persimmon*.

The odds against *Regret* and *Gulistan* (*Galeazzo*?) will follow, being mutilated in transmission.

THE ACHEEN WAR—DUTCH SUCCESSES.

It is telegraphed to-day (May 25) that the Duch operations, against Umar's positions have, during the first two days, been successful. The crevice up to Lampisang and the mountain ridge to the eastward have fallen into Dutch hands. Killed, 20; wounded, 147.—*Straits Times.*

HONGKONG RIFLE ASSOCIATION.

On Saturday afternoon, seven members competed for the Long Range Cup and Spoons over the 800 and 900 yards' distances, ten shots at each.

Private Wilson, R.B., won the Cup for the first time, with a total of 78; the Spoons falling to Captain Ferguson, R.B., for highest nett aggregate, and Private Wilson, R.B., for highest aggregate with handicap points added.

The following were the best scores:—

	800 yards.	900 yards.	Allowance for M.H. rifle.	Handicap.	Total.
Private Wilson, R.B.	31	30	—	10	78
Mr W. Dens	18	28	15	15	76
Capt. Ferguson, R.B.	40	28	—	4	72
Captain Ecoles, R.B.	18	30	—	15	72
Col. Sergt. A. Smith, R.B.	36	26	—	6	68

CRICKET.

H.M.S. 'PLOVER' v. H.M.S. 'HUMBER.'

On Saturday a cricket match was played at the Happy Valley between teams representing H.M.S. *Humber* and H.M.S. *Plover*. The match resulted in a win for the *Plover* by an innings and 25 runs. Scores:—

H.M.S. 'HUMBER.'

1st Innings.		2nd Innings.	
McCredy, b Barth	3	run out	2
Sweetin ham, c Stock, b Barth	0	b Barth	2
Mr Bunton, b Stock	4	b Barth	7
Coleman, b Barth	0	c and b Barth	3
Mr Marshall, b Barth	9	c Davy, b Stock	2
Roberts, b Barth	1	b Barth	0
Garrett, c Davy, b Barth	2	b Stock	5
Jordan, c Cayley, b Stock	1	b Barth	3
Gee, b Stock	3	b Barth	3
Higbee, b Barth	0	not out	2
Boe, not out	0	b Stock	0
Extras	2	Extras	1
Total	25	Total	29

H.M.S. 'PLOVER.'

Coventry, b Roberts	1
Stock, c Gee, b McCredy	35
Barth, b Roberts	4
Mr Davy, b Coleman	25
Mr Cayley, b Roberts	4
Beer, c Bunton, b Roberts	0
Gant, c Gee, b Roberts	6
Vanstone, c Bunton, b Roberts	6
Rawcliffe, st. McCredy, b Coleman	1
Hooper, not out	1
O'Brien, b Coleman	0
Extras	5
Total	79

CORRESPONDENCE.

ARTESIAN WELLS.

To the Editor of the 'CHINA MAIL.'

June 1, 1896.

SIR,—In view of the inadequacy and uncertainty of our water supply, it would be interesting to know if any experiments have been made in this Colony for Artesian Wells and, if so, what have been the results? The enclosed cutting out of a London paper received on Saturday may lead to some interesting and useful enquiry;—'Some idea of the value of artesian bores in Central Australia may be gathered from the fact that at Charleville one bore alone has been giving 5,500,000 gallons of pure water every day.'—Yours &c.,

INQUIRER.

ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

Statistics for May, 1896.

	A. M. H.		N. H.	
In-Patients remaining in Hospital on 1st May 1896 ...	22		18	
In-Patients admitted to Hospital during May 1896 ...	21		20	
Total number treated as In-Patients		43		38
Of these there were:—				
Discharged Cured	13		9	
Discharged Relieved	4		2	
Discharged on other grounds	2		0	
Died in Hospital	1	20	2	13
In-Patients remaining in Hospital on 1st June 1896 ...		23		23
Out-Patients, New Cases	494		10	
Out-Patients, Return Visits	444		22	
Total number of Out-Patient Visits		938		32

JOHN C. THOMSON, M.A., M.D.,
Superintendent.

'THERE is a tradition in Japan, among some of the old residents, that Japan possesses an admirable climate,' remarks 'Locker On' in the *Gazette*. 'I have been in Japan some years now, and have never known two years alike. The weather has been as capricious as a Japanese Cabinet and as uncertain as the railway service.'

THE London correspondent of the *Manchester Guardian* says:—It is reported that important proposals have been submitted to the Government relative to the contracts for the transport of the Eastern mails. It is a fact, though perhaps not generally known, that the monopoly of the P. and O. Company in this respect was nearly abolished by the late Government, owing to the excellent proposals made by a well-known Liverpool firm, proposals which, if carried out, it is said, would effect a considerable annual saving to the Exchequer. This same firm is, I hear, again making proposals, although, of course, nothing can really be done until the expiration of the present contracts with the P. and O. Company.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(*Before Mr T. Sercombe Smith, Acting Puisne Judge.*)

Monday, June 1.

ADRIAN JENSBERG v. THE HONGKONG HOTEL COY., LTD.

Mr MacBirney appeared for the plaintiff, who claimed $385 from the Hotel Company for wrongful dismissal. Mr MacBirney said it appeared from his instructions that Mr Jensberg, who was a native of Norway, came to the Colony about six months ago, and he then entered into the service of the defendant Company as their steward. Mr Jensberg had had considerable hotel experience before going to the Hongkong Hotel. He was employed at the Astor Hotel, Shanghai, one of the best hotels there. He was taken on at first on trial at the Hongkong Hotel at a salary on $50 a month with board and residence at the Hotel, and he was then told if he were suitable they would keep him, but if he were not suitable of course they would not keep him. At the end of something over a month they said that they had considered his conduct and the manner in which he had discharged his duties, and they had come to the conclusion to raise his salary and generally improve his position—in other words, make a permanent rise to $75. Four months after that, when the busy season was completed they suddenly and without notice, and much to his client's astonishment, told him they did not want him any further and he might go about his business. His client did not know the cause of his dismissal; he was not guilty of misconduct and did his duties satisfactorily. The testimony of the Directors themselves, the testimony of the guests, and everything went to show that the man was a respectable man.

Mr Hastings said the Hotel Company had had a great deal of trouble with their employés in the past. Several incapable men had been in the service of the Company longer than they were wanted and they had made it a rule to engage their servants under the expressed agreement that no notice was to be required to terminate the engagement on either side—either party was to put an end to the engagement at a day's notice. These terms were explained to the plaintiff when he accepted the employment. Although his conduct was not all that was desired, his clients did not want to make anything of that. On the 20th May he was brought before the Board and told his services were no longer required on the ground that the slack season was coming on. His salary was paid up to the date of dismissal—$50 for twenty days' wages and a gratuity of $25. He put in a notice of set off in which they claimed $23.74 for chits, and also bedroom accommodation since dismissal. Of course if his Lordship found for the defendants in this action this claim would be departed from.

Evidence was given on either side.

His Lordship said there was a mutual agreement between the parties, and he was obliged to give judgment for the Company.

COLLISION AT CHINKIANG.

Shanghai, May 27.

The *Kungping*, which was in collision with the *Taksang* at Chinkiang on Monday morning, arrived here the same night. It appears that the *Kungping* was at anchor off the Custom House in Chinkiang, and the *Taksang*, which had been anchored on the other side of the river, got under way at about 5 a.m. to go alongside of the Indo-China Co.'s hulk. In trying to pass between the *Kungping* and *Kiangpak* she drifted down with the tide, which was running at the rate of about 2½ knots, across the bows of the former, her propeller fouling the *Kungping's* cables. She then swung round alongside the *Kungping*, causing considerable damage to both vessels. The *Kungping's* cables were slacked away in the hope of clearing the *Taksang's* propeller, but this not having the desired effect, they were buoyed and slipped. The *Kungping* left at once for Shanghai, where she arrived as stated on Monday night. Fourteen plates will have to be taken out of her bows and the stem is badly twisted. The *Taksang*, which is also badly damaged, remained at Chinkiang to discharge her cargo and get the *Kungping's* cables clear of her propeller, after which she will return to Shanghai for repairs.—*N.-C. Daily News.*

Since the collision between the British steamer *Pekin* and the Norwegian steamer *Normandie*, in the case of which the finding has not yet been given by H.B.M.'s Supreme Court, we have had to record three more collisions, the most terrible of which was the *Onwo* disaster which is still fresh in the minds of all our readers, as well as amongst the seafaring community with whom it forms an everyday topic. Whether these mishaps were attributable to careless navigation or otherwise is not for us to conjecture; accidents must happen, but it strikes us as being rather phenomenal, for yet another collision is reported to have occurred in the small hours of this morning at Chinkiang between the Indo-China steamer *Taksang* and the Engineering and Mining Coy's steamer *Kungping*. The former vessel was in charge of Captain Freeman and was bound from Wuhu to Hongkong and Canton, whilst the latter steamer was in charge of Captain Richards and was bound up river for Wuhu. Whether the collision occurred while both the vessels were under way or not has not been ascertained yet, as the *Taksang* was at anchor in Chinkiang yesterday evening. The agents here have received meagre particulars, but both the vessels are expected to arrive in Shanghai to-night.—*China Gazette.*

ACCORDING to a Brussels telegram, published in Paris, by the arrangements made at the Venice Conference, no treaty will be concluded by the Triple Alliance with England, but each of the three Powers is understood to contemplate signing separate treaties with Great Britain affecting its own particular interests.

THE German Emperor must have been very much amused when he read the speech of one of the natives of the Cameroons, in proposing the 'health of the Kaiser' at a recent festival. The speech was as follows:—'The Emperor is the wisest and most powerful man in the world. He sees the treasures in the middle of the earth, and he has them brought forth. He spans the world with iron threads, and as soon as he touches them his words travel over space. He has steam ships that sail on dry land. When a mountain stands in his way he bores a hole through it; if a river bars his progress he builds a street in the air. Though the Emperor is the richest of all men, he has only one wife; and though his wife is the most beautiful woman on earth, he had not anything to pay for her.' The last touch is delicious. On a certain occasion when the Governor of the Straits Settlements went up to Selangor, to open a railway, if we remember aright, the Chinese turned on the flattery tap much in the same way as that quoted above. Likewise there was a conscientious Chinese Secretary who translated all the nice things said about the 'dove of peace' literally. There were proofs ready for the Press—but alas! One of the reporters was observed to smile; and that translation was suppressed.—*Singapore Free Press.*

THE 'NORMANDIE'-'PEKIN' COLLISION.

JUDGMENT FOR THE 'PEKIN.'

Shanghai, May 26.

Judgment was delivered in this case, which was an action by the owners of the Norwegian steamer *Normandie* against the owners of the British steamer *Pekin* arising out of the collision in the Whangpoo River, on the morning of the 3rd of April last. Mr J. C. Hanson (Messrs Dowdall and Hanson) appeared for the plaintiffs, and Mr W. A. C. Platt (Messrs Johnson, Stokes, and Master) for the defendants.

His Lordship (Sir N. J. Hannen) said—In this case the plaintiffs are Norwegian subjects and are the owners of the *Normandie*, a screw steamship of 628 tons register. The defendants are British subjects and are the owners of the *Pekin*, a paddle-wheel steamship of about 2,232 tons register.

Shortly after 5 a.m. on the 3rd of April, 1896, the *Normandie* left her moorings in Section No. 2 opposite to the French Bund and proceeded down the River Whangpoo. The day was breaking and the weather was clear and calm, the tide was about three-quarters flood.

When the *Normandie* was nearly abreast of the Pekin Road and was preparing to round Pootung Point, a steamship, which afterwards proved to be the *Pekin*, was observed at a distance of about three-quarters of a mile coming up stream in the middle of the river. In these circumstances the master of the *Normandie* ordered the helm of the *Normandie* to be starboarded with a view to taking the inner or Shanghai channel. At the same time two blasts of the *Normandie's* whistle were blown as a signal to the *Pekin*. Those on board the *Pekin* simultaneously blew one blast of her whistle. Thereupon the master of the *Normandie* immediately ordered her helm to be put hard-a-port and her engines full speed ahead, but for some reason the *Normandie* would not answer the port helm, and a few minutes later the port bow of the *Pekin* came into collision with the stem of the *Normandie* and both ships sustained considerable damage. After the collision the *Normandie* proceeded to the Old Dock and the *Pekin* was beached to save her from sinking.

When the ships were about 300 feet apart the *Pekin* reversed, having already stopped, and we are of opinion that at the time of the collision she must have been brought to a stand.

I am of opinion, and the Assessor agrees with me, that the *Normandie* is entirely to blame for the collision which occurred. She did not keep to her proper side of the channel, she did not stop and reverse in time, and she did not, as the Assessor thinks she might have done, reverse and drop an anchor.

The *Pekin* in coming up the river chose the Pootung channel, and it is admitted that she had a right to do this. She came along the side of that channel which lay on her starboard side when she arrived at the point (the old Dock buoy) where the two channels become one, she did what we consider she was right in doing, she ported her helm slightly to bring herself to the starboard side of the new channel she was entering. It was argued by Mr Hanson that in doing this she contravened article 21 inasmuch as she did not keep her course.

I am particularly anxious that the plain Rule of the Road that a ship shall keep to that side of the fairway which lies on her starboard side should not be overlaid with decisions which only confuse shipmasters in the difficult navigation of this river, and I think that if I gave weight to this contention I should be introducing an element of uncertainty which would make this river even more dangerous to navigate than it is now. The answer to Mr Hanson's point seems to me to be this, when the Court speaks of the course of a ship they are usually referring to the course of a ship at sea.

This is almost always a straight line, but in a winding river it may be and often is, anything but a straight line. Here the course of the *Pekin* after she passed the Old Dock buoy was not a straight line but one slightly curving to starboard first and gradually coming round to port. This course she followed and there is no ground for saying that in any proper sense of the phrase she caused the collision. The case of the *Corsica* (IX Wallace, 630) is quite distinguishable. The *Corsica* was there held to blame for change of her course, no doubt, but her proper course was a straight line, and she undoubtedly went out of that course and ran into the other vessel. Moreover, she did this as stated in the judgment, 'just before the collision.'

But the *Pekin's* course was not a straight line after passing the Old Dock buoy and she took her proper course at once on passing it, and intimated by her whistle, which the *Normandie* heard and understood, that she was doing so. When she (the *Pekin*) did this there is evidence to show, and the Assessor advises me that it would have been quite possible for the *Normandie* to keep to the starboard side of the channel. If she was unable to do so it certainly was not the fault of the *Pekin*. The *Normandie's* duty was to keep to that side, and we do not think that the evidence showed any justification for not doing so.

The spot where the collision took place is not in dispute, and it is impossible to look at it and not see that the *Normandie* was improperly navigated to bring her there.

I find that before the collision the *Pekin* was not proceeding at an improper rate of speed and that she took all the measures she could, by stopping and reversing her engines, to avoid the collision.

I find that she did not disobey Articles 18, 22 and 24 or any of the Regulations for Preventing Collisions at Sea.

On the other hand I find that the *Normandie* improperly neglected to keep her right side of the channel, to take measures to avoid a collision, to slacken speed, stop and reverse in due time, and disobeyed Articles 16, 18, 21 and 24 of the Regulations for Preventing Collisions at Sea; and I declare that the plaintiffs are liable for all damages and losses occasioned to the defendants by reason of the said collision and for the costs of this action.—*N.-C. Daily News.*

SHOULD MORPHINOMANIACS BE ACCEPTED AS WITNESSES?

The mental and moral destruction which occurs in a victim to the morphia habit is a fact which unfortunately has been only too frequently demonstrated. This point has led to some discussion respecting the expediency of rejecting the testimony in a court of law of those who are known to be addicted to the use of morphia. One authority has even gone so far as to say, 'I would not believe a man who is a victim of the morphia habit on oath.' No doubt the moral obliquity as to truthfulness present in such a person would be perfectly uncontrollable, under any circumstances, and unrestrained, even although he had sworn to tell the truth. But before coming to any definite decision upon the question of receiving or rejecting the evidence of such a witness, it would first of all be only expedient to determine what constitutes a person whose mental and moral capacities have been tainted by the use of morphia.—*Medical Press and Circular.*

NEWS BY THE AMERICAN MAIL.

RUMOURED PLOT AGAINST KING HUMBERT.

London, May 4.—A special from Naples says it is rumoured there that an anarchist plot against King Humbert has been discovered.

WILLIE WILDE IN COURT.

London, May 4.—'Willie' Wilde, a brother of Oscar Wilde, was charged at the Marlborough-street Police Court to-day with having been drunk and disorderly on Saturday night, and with having tried to force his way into the Criterion restaurant. Wilde told the magistrate he was sorry and was fined five shillings.

AN EMINENT ARTIST DEAD.

London, May 5.—Alfred Hunt, the artist, is dead.

AN ARTIST'S JEALOUS WIFE.

London, May 3.—While the fashionably dressed members of Parisian society yesterday were surveying the pictures in the newly opened salon, the sounds of smashing glass were heard in one of the rooms and the excited onlookers saw an elegantly dressed young lady vigorously poking a sunshade through one of the pastels. She was removed by the guardians, and it was learned that she was the wife of the painter whose picture she had destroyed. She said she committed the act because her husband persisted in displaying in his painting the charms of a lady whom she regarded as a rival. She also promised to continue these vigorous remonstrances at the first opportunity.

LI HUNG-CHANG AND THE CZAR.

St. Petersburg, May 4.—Li Hung-chang, who is to represent China at the Czar's coronation, was received to-day on his arrival at Czarskoe by a golden coach with five horses. He went first to the Marge palace, where he put on his robes of state, including the famous peacock feathers. Then he went to the smaller palace, where he was most cordially received by the Czar, to whom he presented, on behalf of the Emperor of China, the order of the dragon as well as numbers of magnificent presents. Apropos to this visit, Prince Ouktoumsky, who travelled with Li Hung-chang from Port Said, writes:—'The Chinese envoy has gone to-day to deliver papers which signify eternal friendship between the two great neighbouring states. Russia has no need of any allegiance. A treaty with China would only be an annoyance to us. Russia's interest is merely to hold China intact. We shall not permit any one to play master in China, and we shall not permit any one to attack the country. If Russia protects China, she protects herself.' Coming from the quarter it does, and printed as it is in official double-leaded type, these statements may be taken as entirely and wholly representing the truth about the much-debated relations existing between Russia and China—no treaty, but an entire understanding.

DON'T WANT THE POPE TO ARBITRATE.

London, May 3.—The *Standard* has a dispatch from Madrid which says: The Spanish Government has declined the Pope's mediation in Cuban affairs on the ground that an acceptance would be tantamount to recognizing America's right to interfere.

THE DROUGHT IN SPAIN.

London, May 3.—The drought in Spain is daily more serious. Large numbers of the inhabitants of outlying villages where water is scarce are flocking to the towns. Special services are being held in all important towns and thousands of prayers are offered soliciting divine intervention. Many houses of business are closed on days when religious processions are formed in order to give greater solemnity to the proceedings. In some districts prayers for the speedy termination of the war in Cuba are coupled with those for rain. The price of bread has greatly increased.

REBUKE TO ENGLISHMEN.

London, May 4.—Consul-General Collins, in the face of rather an imprudent English audience at the inaugural banquet of the Hotel Cecil to-night, displayed his genuine Americanism in a genuinely effective style. He had said something pleasant about President Cleveland's good-will toward England in response to a toast to the President of the United States, when there were some groans and ironical laughter. Mr Collins stopped a moment and then exclaimed in a voice which silenced all interruption: 'There is no antagonism between the United States and any well-meaning state on earth. If the rest of the world understood the United States as well as the United States understands the rest of the world, there would never be any danger to peace between my country and other nations.' There was no more interruption and no more sarcasm, but a burst of genuine applause.

'How was the bride given away?' 'By her complexion.'

THEY pressed forward and closely examined the Roentgen photograph. 'His liver,' they said, 'is the image of his father's, but he gets his lungs from his mother's folks.'

MAGISTRATE—Why did'nt you answer to your name? Vagrant—Beg pardon, Judge, but I forgot what name I gave las' night. Magistrate—Didn't you give your own name? Vagrant—No. Judge, I'm travelin' incog.

Steam Users and Engineers, read "Practical Engineer," and be up to date. 2d. Weekly, All newsagents.

Board of Trade Exams. for Marine Engineers. See weekly report in "Practical Engineer."

Practical Engineer. Discusses everything relating to Motive Power. 6, Victoria Approach, Manchester.

Quotations.

HONGKONG, June 1, 1896.

OPIUM—New Patna, cash,...		670
,,	Old ,, cash,...	715
,,	New Benares, cash,	672½
,,	Old ,, cash,	—
,,	New Malwa, credit,	750
	Allowance, Taels,...	36/64
,,	Old Malwa, credit,.	760/780
	Allowance, Taels,...	8/36
,,	Persian, Oily, cash,.	—
	Allowance, Taels,...	—
,,	Persian, Paper tied.	655/660
	Allowance. Taels,...	10/36

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.79	29.81	29.73
Temperature	87	86	86
Humidity ...	67	88	69
Direction of Wind ...	SW	WNW	SSW
Force ...	2	1	3
Weather ...	b	b	b
Rain ...	—	—	—

Highest open air temperature on the 31st May...91
Lowest open air temperature on the 31st May...80

F. G. FIGG, *First Assistant*,
Hongkong Observatory, June 1, 1896.

Notices to Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *STRATHLEVEN*, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., *Agents.*

Hongkong, May 27, 1896. 1083

Insurances.

THE EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE Have This Day been appointed AGENTS and are prepared to Accept RISKS at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, April 28, 1896. 892

UNION ASSURANCE SOCIETY.

(*Instituted in the Reign of Queen Anne A.D.* 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING, *Praya Central.*

1421

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1894, £11,671,018 2s. 2d.

Authorised Capital.....£3,000,000.0.0
Subscribed Capital.....£2,750,000.0.0
Paid-up Capital..... £687,500.0.0
Fire Funds.....£2,410,992.7.3
Revenue Fire Branch.....£1,646,856.18.7

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & Co., *Agents.*

13 July, 1895. 1300

Intimations.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, *Proprietor and Manager.*

Hongkong, November 24, 1894. 1907

KOWLOON HOTEL.

NEAR THE GODOWN WHARF.

SURROUNDED by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

ROOMS TO LET WITHOUT BOARD.

KEGELBAHN AND AMERICAN BOWLING ALLEYS.

BAR AND BILLIARDS.

LUIZ M. LOBO, *Manager.*

Hongkong, May 9, 1896. 968

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day	$ 4.00
One person, per month ...	$75 to 90.00
Married couple (occupying one room) per day	7.00
Married couple (occupying one room) per month	150.00
Married couple (occupying two rooms) per month...	170.00
Extra Bedroom, per month	$40 to 50.00

For further Particulars, apply to

THE MANAGER, *New Victoria Hotel.*

Hongkong, April 4, 1896. 725



For Sale by A. S. WATSON & Co., *Chemists.*

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.



The Co.'s Steamship *Formosa*, Captain ROBSON, will be despatched for the above Ports TO-MORROW, the 2nd June, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, June 1, 1896. 1111

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Calling at* NAPLES *for landing Passengers if sufficient inducement offers*).

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN).



The Steamship *Hertha*, Capt. TH. HILDEBRANDT, will be despatched for the above Ports on TUESDAY, the 2nd June, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & Co., *Agents.*

Hongkong, May 30, 1896. 1076

FOR CHEFOO AND TIENTSIN.



The Steamship *Ching Ping*, Captain BLAKE, will be despatched for the above Ports on TUESDAY, the 2nd June, at 5 p.m.

For Freight or Passage, apply to

CARLOWITZ & Co., *Agents.*

Hongkong, May 26, 1896. 1077

FOR SHANGHAI, JINSEN AND NAGASAKI.

(*Taking Cargo at through rates to* WLADIVOSTOCK).



The Steamship *Satsuma Maru*, Capt. F. L. SOMMER, will be despatched as above on WEDNESDAY, the 3rd June, at 5 p.m.

This Steamer is specially fitted for Passengers, with Superior Accommodation.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, May 29, 1896. 1100

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(*Passing through the* INLAND SEA).



The Co.'s Steamship *Hohenzollern*, Capt. A. HARRASSOWITZ, will leave for the above Ports on or about WEDNESDAY, the 3rd June.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, May 29, 1896. 1097

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.



The Co.'s Steamship *Prinz Heinrich*, Captain O. CUPPERS, due here with the outward German Mail about the 2nd June, will leave for the above place about THURSDAY, the 4th June.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

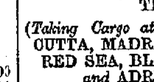
Hongkong, May 29, 1896. 1098

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS).

(*Also to* NATAL, EASTLONDON, PORT ELIZABETH & CAPE TOWN).



The Co.'s Steamship *Vindobona*, Capt. C. BELLEN, will be despatched as above on THURSDAY, the 4th June.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co., *Agents.*

Hongkong, May 29, 1896. 1094

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.



The Co.'s Steamship *Kaifong*, Captain DEWAR, will be despatched on THURSDAY, the 4th June.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, May 29, 1896. 1102

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.



The Steamship *Glamorganshire*, Captain H. N. VYVYAN, will be despatched as above on or about SATURDAY, the 6th June.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., *Agents.*

Hongkong, May 29, 1896. 1103

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.



The Chartered Steamer *Agapanthus* will be despatched for the above Ports about THURSDAY, the 4th of June.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, May 18, 1896. 1022

RICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, ANTWERP, BREMEN AND HAMBURG.

(*Taking Cargo at through rates to* RED SEA, MEDITERRANEAN *and* BLACK SEA PORTS).



The Co.'s Steamship *Deike Rickmers*, Captain SEIGEL, will be despatched as above on FRIDAY, the 5th June.

For Freight, apply to

ARNHOLD, KARBERG & Co., *Agents.*

Hongkong, May 22, 1896. 962

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS *and taking through Cargo to* ADELAIDE, NEW ZEALAND, TASMANIA, &c.)



The Steamship *Airlie*, Captain ELLIS, will be despatched for the above Ports on SATURDAY, the 6th June, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, May 26, 1896. 1078

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

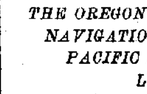
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(SUBJECT TO ALTERATION.)

Mount Lebanon	Monday.....	15th June.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.



The Steamship *Mount Lebanon* will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on MONDAY, the 15th June.

Consular Invoice of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co., *Agents.*

Hongkong, May 27, 1896. 1091

Sailing Vessels.

FOR NEW YORK.



The 3/3 *L.I.* American Barque *Gerard C. Tobey*, Capt. SHURTLEFF, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong April 13, 1896. 782

FOR SAN FRANCISCO.



The 100 *A.I.* British Ship *Socotra*, ROHDE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, May 21, 1896. 1052

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

HARLAND, British ship, Captain Robt. Johnston.—Standard Oil Co.

LUCILE, American ship, Captain J. E. Ballard.—Captain.

JAVA-CHINA-JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS,
(SUBJECT TO ALTERATIONS).
JAVA-HONGKONG-YOKOHAMA-KOBE-AMOY-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.

S.S. *Federation*.....May.
S.S. *Germania*.....June.
S.S. *Cassius*.....July.

TO JAPAN.

S.S. *Cassius*.....June.
S.S. *Federation*.....July.
S.S. *Germania*.....August.

General Agents for China & Japan: LAUTS, WEGENER & Co.

Hongkong, May 22, 1896. 462

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MIRZAPORE*, Captain J. R. LENDON, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 4th June, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the S.S. *PENINSULAR*, leaving that port on the 26th JUNE, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, May 21, 1896. 1048

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Braemar....	3,601	Friday...	June 5.
Tacoma.....	2,549	Tuesday.	June 23.
Victoria.....	3,167	Saturday	July 11.
Olympia.....	2,608	Wed'day.	July 29.
Braemar....	3,601	Sunday..	Aug. 16.
Tacoma.....	2,549	Thursday	Sept. 3.

THE Steamship *BRAEMAR*, Captain E. PORTER, sailing at Noon, on FRIDAY, the 5th June, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), *viâ* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., *General Agents.*

Hongkong, May 18, 1896. 1023

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, 10th the June, at Noon, the Company's Steamship *NATAL*, Commandant VERRON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *via* Ports of Call, *without transhipment.*

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 a.m., Specie and Parcels until 3 p.m. on the 9th June. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, May 27, 1896. 1092

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	SUNDAY, June 7, at daylight.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	THURSDAY, June 25, at noon.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	SUNDAY, July 12, at daylight.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 7th June, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, *Agent.*

Hongkong, May 21, 1896. 1047

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich...	Tuesday	June 23.
Preussen.....	Tuesday	July 21.
Sachsen.....	Tuesday	August 18.
Bayern.....	Tuesday	September 15
Prinz Heinrich...	Tuesday	October 13.
Preussen.....	Tuesday	November 10

ON TUESDAY, the 23rd day of June, 1896, at 9 a.m., the Company's S.S. *PRINZ HEINRICH*, Capt. O. CUPPERS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 20th June, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 22nd June, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 22nd June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, May 29, 1896. 1096

PUBLICATIONS.

'CHINA MAIL' OFFICE.

—:o:—

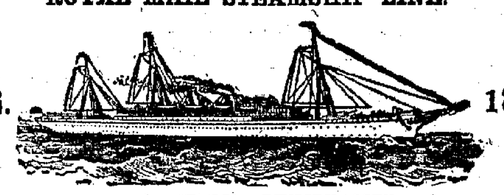
CHINA REVIEW—published once in Two Months.
OVERLAND CHINA MAIL—for every Weekly Mail.
CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
5, *Wyndham Street (behind the Club.)*

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 10th June/96.
EMPRESS OF INDIA....Comdr. H. PYBUS, R.N.R.....WEDNESDAY, 1st July/96.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 22nd July/96

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal p... and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,* PEDDER STREET.

Hongkong, May 20, 1896. 1035

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

No.

A

129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.

B

143.—Bell Asbestos Co.
148.—Benjamin, Kelly & Potts.
66.—Blackhead & Co.
65.—Blackhead, F., Residence.
96.—Bradley & Co.
122.—Burnie, Capt., Residence.
39.—Butterfield & Swire, Peak Residence.
36A.— Do. do. Quarry Bay.
18.— Do. do. Shipping Office.
36.— Do. do. Sugar Office.

C

75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
126.—Canton Insurance Co.
133.—Carlowitz & Co.
111.—Carmichael & Co.
134.—Carmichael F. H., Residence.
152.—Chai On Insurance Co., Ld.
128.—Chan Choy, Residence.
115.—Chee Tien, Residence.
22.—'China Mail' Office.
72.—China Sugar Refinery, East Point.
71.— Do. do. Town Office.
149.—Club Germania.
11.—Club, Hongkong.
116.— Do. Lusitano.
10.— Do. Peak.
153.—Commercial Union Assurance Co., Ld.
37.—Compradore, Douglas Lapraik & Co.,
88.— Do. do., Resid. [Office.
78.—Cousins, J. B., Office.

D

12.—'Daily Press' Office.
85.—Dairy Farm Co., Office.
67.—Dairy Farm, Pok-foo-lum.
121.—Danby, W.
73.—David, A. J., Residence.
60.—David & Co.
123.—Detective Dept., (Chinese).
25.—Dock, Aberdeen.
20.—Dock Co.
80.—Dr. Atkinson, Residence.
83.—Dr. Bell, Residence.
105.—Dr. Clark, Residence.
127.—Dr. Gerlach, Residence.
2.—Drs. Hartigan, Stedman and Rennie.
76.—Dr. Hartigan, Residence.
23.—Dr. Jordan, Office.
43.— Do. do. Residence.
55.—Dr. Stedman, Residence.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.

E

136.—Edye, Surg.-Capt., Residence.
58.—Electric Co.
58A.—Electric Co., Residence.

F

142.—Fenwick, Geo. & Co.
74.—Fletcher & Co.

G

135.—Gaudo, Price & Co.
132.—Garrels, J. H., Residence.
48.—Gas Co., East Point.
47.— Do. West Point.
150.—Gaupp & Co.
31.—Gibb, Livingston & Co.
6.—Godown Co., Office.
21.—Godown, Kerosine.
7.—Godown, Kowloon.
33.— Do. West Point.
44.—Government House.

H

50.—Harbour Office.
99.—Harling, Buschmann & Menzell.
86.—Harling, G., Residence.
29A.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
92.—Hermann, C., Residence.
113.—Him Koo & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office.
26.—Hospital, Alice Memorial.
80A.— Do. Government Civil.
3.— Do. Peak.
32.—Hotel, Hongkong, *Public Telephone.*
35.— Do. Mount Austin.
56.— Do. New Victoria.
29.— Do. Peak.
82.—Ho Tung, Bonham Strand.
77.— Do. Praya Central.
59.— Do. Residence.
97.—Humphreys, J. D., Residence.
68.—Humphreys & Son.

K

108.—Kaw Hong Take
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn, J. W., Office.
120.—Kirch & Co.
70.—Kramer, J., Residence.
151.—Kruse & Co.

L

91.—Lamke & Rogge.
92.—Lamke, J., Residence.
97.—Lane, Crawford & Co.
117.—Land Investment Co.
89.—Layton, B., Office.
90.— Do., Residence.

M

106.—Man Chuen Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.

N

125.—Nam Tai Hong.
5.—Nam Wo & Co.
146.—National Bank.
110.—Naval Hospital.
109.—Naval Yard.

O

119.—Opium Factory.
46.—Opium Farm.

P

19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
147.—Playfair, G. W. F., Residence.
15.—Police Station, Central.

R

34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
140.—Reuter, Brockelmann & Co.
19A.—Ritchie, H. A., Office.
30—Ritchie, H. A., Residence.
45.—Rope Factory.

S

13.—Sachse, P., Residence.
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
94.—Sassoon, M. S. & Co.
49.—Shewan & Co.
81.—Siemssen & Co.
139.—Soap & Soda Factory, Shaukiwan.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office.
62.— Do. do. Residence.
53.—Sui Kwat Bank.

T

14.—Telegraph Companies.
28.—Tomes, C. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
54.—Tram Station, Peak.
93.—Tung Kee.

W

16.—Watson & Co.
76.—Whiley, W., Residence.
57.—Wickham, W. H., Residence.
144.—Wing Kee & Co., Office.
145.— Do., Godown.
63.—Wo Kee & Co.

Y

124.—Yon, A., Praya Central.
38.—Yuen Tat Hong.
79.—Yeun Lam Kee.

PRIVATE TELEPHONE LINES.

'Hongkong Telegraph.'
Jardine, Matheson & Co., East Point.
Kowloon Docks.
Lantz, Wegener & Co.
Meyer & Co.
North China Insurance Co.
Tramway Company.

In case of FIRE ring up No. 15.

W. STUART HARRISON, *Manager.*

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THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the
OFFICE OF THIS PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
And Mr. W. BREWER'S.
Price, ... 50 Cents.

Fees for Public Vehicles.

Chairs.

IN VICTORIA WITH TWO BEARERS.

	$ c.		$ c.
Half hour . .	0.10	Three hours .	0.50
One hour . .	0.20	Six hours . .	0.70

Day (6 a.m. to 6 p.m.) $1.

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour . . .	0.60	Six hours . .	1.50
Three hours .	1.00	Day (6 to 6) .	2.00

Jinrickshas.

(With single driver).

Quarter hour .	0.05	Hour . . .	0.15
Half hour . .	0.10	Every subsequent hour .	0.10

NOTE.—Victoria extends from Mount Davis to Causeway Bay and up to the level of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra bearers or drivers and extra hours to be paid proportionate sums.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anch.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers.								
Afridi	8 h	Golding	Brit. str.	2354	April 26	Dodwell, Carlill & Co.		
Albingia	...	Witt	Brit. str.	1190	May 22	Chinese	.....	K'loon Dock
Alderley	3 c	Nicholas	Brit. str.	1956	May 28	Chinese		
Amara	3 c	Smith	Brit. str.	1564	May 27	Jardine, Matheson & Co.	Kobe	6th inst.
Anchises	3 c	Wood	Brit. str.	1278	May 31	Chinese	Amoy	To-morrow
Arratoon Apcar	5 c	Hanson	Brit. str.	1592	May 29	David Sassoon, Sons & Co.		
Azamor	8 h	Gibson	Brit. str.	2050	April 1	Bradley & Co.		
Benlarig	3 h	Wallace	Brit. str.	1452	May 29	Gibb, Livingston & Co.	Swatow	
Bisagno	5 c	Dodero	Italian str.	1490	May 27	Carlowitz & Co.	Bombay, &c.	3rd inst.
Braemar	5 c	Porter	Brit. str.	2315	May 20	Dodwell, Carlill & Co.	Tacoma, &c.	5th inst.
Britannia	8 h	Nilson	Norw. str.	1503	May 23	Order		
Centaur	5 k	Williams	Brit. str.	1223	May 28	Butterfield & Swire	Sandakan	
China	3 c	Antersen	Ger. str.	1240	June 1	Wieler & Co.		
Ching Ping	3 h	Blake	Chi. str.	1049	May 31	Carlowitz & Co.	Tientsin	To-morrow
City of Peking	5 c	Smith	Amer. str.	3128	May 31	P. M. S. S. Co.	San Francisco	6th inst.
Cosmopolit	3 c	Holtz	Ger. str.	671	May 28	Wieler & Co.		
Ero	...	Pell	Brit. str.	1308	April 12	Chinese	.....	Cos'tan Dock
Formosa	5 h	Robson	Brit. str.	680	May 30	Douglas Steamship Co.	Coast Ports	To-morrow
Framnes	2 c	Wettergreen	Norw. str.	958	May 27	Wieler & Co.		
Gloucester City	3 c	Bell	Brit. str.	1416	May 31	Chinese		
Hertha	3 c	Hildebrandt	Ger. str.	2500	May 30	Siemssen & Co.	Singapore	To-morrow
Hohenzollern	5 k	Harrassowitz	Ger. str.	3288	May 25	Melchers & Co.	Yokohama	
Hoihow	3 c	Saies	Brit. str.	875	June 1	Butterfield & Swire		
Jacob Christensen	3 h	Hansen	Norw. str.	1088	May 27	Chinese	Saigon	To-morrow
Kaifong	3 c	Dewar	Brit. str.	999	June 1	Butterfield & Swire		
Kong Beng	2 h	Braeter	Brit. str.	867	May 29	Yuen Fat Hong	Bangkok	To-morrow
Kutsang	...	Payne	Ger. str.	1485	May 7	Jardine, Matheson & Co.	Singapore	K'loon Dock
Kwang Lee	3 h	Lincoln	Chi. str.	1504	May 31	C. M. S. N. Co.	Shanghai	To-morrow
Kwongsang	3 c	Stalker	Brit. str.	989	May 31	Jardine, Matheson & Co.	Chefoo	To-morrow
Loo Sok	3 c	Jackson	Brit. str.	1040	May 31	Butterfield & Swire		
Lyeemoon	3 c	Heuermann	Ger. str.	1238	June 1	Siemssen & Co.		
Mascotte	...	Ross	Brit. str.	2018	April 26	Bradley & Co.	.....	K'loon Dock
Mazagon	5 k	Deony	Brit. str.	3219	May 27	P. & O. S. N. Co.	Yokohama	3rd inst.
Mount Lebanon	5 c	McLean	Brit. str.	1560	May 22	Shewan & Co.	Victoria, B.C.	5th inst.
Nanyang	3 h	Schulz	Ger. str.	1059	June 1	Siemssen & Co.	Shanghai	
Ocampo	8 c	Hawkins	Brit. str.	1311	April 9	Gibb, Livingston & Co.		
Polyphemus	5 c	Goodwin	Brit. str.	1803	June 1	Butterfield & Swire		
Satsuma Maru	5 c	Sommer	Japan. str.	1157	May 31	Nippon Yusen Kaisha		
St. Louis	3 c	Albouy	Fch. str.	816	May 30	Wieler & Co.		
Strathallan	7 c	Macoubrey	Brit. str.	1488	May 28	Jardine, Matheson & Co.		
Taichiow	...	Curtis	Brit. str.	862	April 10	Yuen Fat Hong	.....	K'loon Dock
Taicheong	9 c	Duhme	Ger. str.	828	May 23	Meyer & Co.	Swatow, &c.	To-morrow
Tritos	3 c	Dinse	Ger. str.	1190	June 1	Bradley & Co.	Swatow	
Yuensang	3 c	Waddilove	Brit. str.	1160	May 31	Jardine, Matheson & Co.		
Sailing Vessels.								
Bittern	2 c	Askin	Br. 4m.sch.	399	May 25	Gilman & Co.		
Columbus	2 k	Stover	Ger. sh.	1429	May 25	Melchers & Co.		
Commodore T. H. Allen	2 k	Herriman	Amer. sh	2216	May 22	Standard Oil Co.		
Elise	4 k	Olsen	Norw. bqe.	516	May 26	Captain		
Gerard C. Tobey	8 h	Shurtleff	Amer. bqe.	1390	May 5	Standard Oil Co.		
Glen Caladh	3 k	Lamont	Brit. bqe.	466	Mar. 1	Gilman & Co.		
Gov. Robie	2 c	Nichols	Amer. sh.	1627	May 27	Reuter, Brockelman & Co.		
Harland	2 k	Johnston	Brit. sh.	1694	May 25	Standard Oil Co.		
John Baizley	...	.....	Amer. sch	—	May 30	Order	.....	Cos'tan Dock
Kristiana Nilson	3 c	Boysen	Ger. brig	380	May 25	Wieler & Co.		
Lucile	3 c	Ballard	Amer. sh.	1349	Mar. 28	Captain		
Lucy A. Nickels	2 k	Nichols	Amer. bqe.	1330	Mar. 24	Standard Oil Co.		
Manuel Llaguno	3 c	Small	Amer. sh.	1650	April 27	Captain		
Retriever	3 c	Walls	Amer. sch.	76	April 3	Captain		
Sintram	3 c	Woodside	Amer sh.	1599	April 26	Wieler & Co.		
Stanfield	3 c	Wilson	Brit bqe.	776	May 6	Captain		
Troop	2 k	Fritz	Brit. sh.	1526	May 24	Standard Oil Co.		
Wandering Jew	...	Nichols	Amer. sh.	1650	Sept. 17	Captain	.....	Cos'tan Dock

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Æolus	twin-screw cruiser 2nd class	3630	21	7000	Captain Robert L. Groome	Singapore
Alacrity	despatch-vessel	1420	12	3180	Commander F. G. De Lisle	Yokohama
Archer	cruiser 3rd class	1770	16	2200	Comd. C. E. Kingsmill	Shanghai
Centurion*	twin-screw battle ship	10,500	41	13,000	Captain Spencer H. Login	Nagasaki
Daphne	sloop	1140	16	1400	Commander A. C. Galloway	Shanghai
Edgar	twin-screw cruiser 1st class	7350	36	10,000	Capt. William H. Henderson	Yokohama
Esk	g-bt. 3rd class coast defence	363	9	940	Lt.-Com. H. P. Barton	Hankow
Firebrand	gunboat 2nd class	455	6	460	Lieut.-Com. Vernon Maud	Hankow
Humber	storeship	1640	—	350	Commander F. W. Wyley	Hongkong
Immortalité	armoured cruiser	5600	34	8500	Captain Edward Obichester	Nagasaki
Linnet	gun-vessel 2nd class	766	8	1050	Commander R. C. Sparkes	Chemulpo
Narcissus	armoured cruiser	6,000	34	8,500	Captain H. B. Lang	Nagasaki
Peacock	gunboat 1st class	750	10	1200	Lieut.-Com. H. J. D. Laxton	Amoy
Pigmy	gunboat 1st class	755	10	1200		Yokohama
Pique	cruiser	3600	21	7000	Capt. Henry C. Bigge	Chemulpo
Plover	gunboat 1st class	755	10	1200	Lieut. Spencer V. Y. de Horsey	Hongkong
Porpoise	cruiser 3rd class	1770	16	3500	Commander F. R. Pelly	Singapore
Rainbow	cruiser	3600	21	7000	Captain Wm. C. C. Forsyth	Yokohama
Rattler	gunboat 1st class	710	10	1200	Lieut.-Com. Hugh Cotesworth	Hongkong
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hongkong
Spartan	twin-screw cruiser 2nd class	3600	21	7000	Captain Alfred L. Winsloe	Woosung
Swift	gun-vessel 2nd class	756	8	1010	Commander R. K. McAlpine	Yokohama
Tamar	ex-transport	2047	—			Hongkong
Tweed	g-bt. 3rd class coast defence	363	5	340		Hongkong
Undaunted	armoured cruiser	5600	34	8500	Captain John S. Hallifax	Singapore
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast-defence ship, armoured	2750	12	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 5 second class boats.

* Flagship of Vice-Admiral Buller, C.B.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Admiral Kornileoff	Russian cruiser	4950	32	6000	Captain Eltchaninoff	Vladivostock
Admiral Nakhimoff	Russian flagship	7781	32	9500	Captain Kasherininoff	Chemulpo
Albatros	Austrian gunboat	650	5	400		*en route*
Alcout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Alger	French cruiser	4330	30	8000	Captain Boutet	Yokohama
Arcona	German cruiser	2370	18	2400	Captain A. Sarnow	
Aspic	French gunboat	475	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fortin	Yokohama
Beautemps-Beaupré	French wooden sloop	1350	14	1000	Captain Ternet	Yokohama
Bengo	Portuguese gunboat	482	5	400	Capt. A. T. Da Costa e Silva	K'loon Dock
Bobre	Russian sloop	950	13	1150	Captain Eokvisky	Nagasaki
Boston	U. S. cruiser	3000	8	3500	Captain F. Wildes	Shanghai
Castilla	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlula	Manila
Charleston	U. S. cruiser	4040	22	6666	Capt. Coffin	Yokohama
Comète	French gunboat	495	4	500	Capt. Maudet	Shanghai
Detroit	U. S. cruiser	2000	16	5400	Commander John Stark Newell	Chefoo
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Witthoft	Chemulpo
Don Antonio de Ulloa	Spanish cruiser	1200	4	—	Capt. Duelo	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander R. P. de Bonaure	Manila
Duguay Trouin	French cruiser	3535	19	4800	Captain Baylo	Saigon
Gaidamak	Russian gunboat	400	9	3500		Kobe
General Alava	Spanish gun-vessel	1200	—	—	Capt. Ramon Rochiquet Freijillo	Manila
Gremiastchy	Russian gunboat	1490	12	1330	Capt. Bouchanoff	Nagasaki
Iltis	German gunboat	490	4	340	Capt.-Lieut. Braun	Shanghai
Imperator Nicolai I	Russian ironclad	8800	32	8000	Capt. Foelkersham	Chefoo
Irene	German cruiser	4400	22	8000	Capt. du Bois	
Isly	French cruiser	4380	22	8000	Captain Rivet	Yokohama
Kaiser	German flagship	7677	15	7800	Captain Zeyl	
Korojets	Russian sloop	1200	9	2150	Capt. Lindestroem	Chemulpo
Kormoran	German cruiser	1640	8	2800	Captain Brinkmann	
Kreiser	Russian sloop	1330	13	1200	Capt. Beklemisheff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Gauchet	Saigon
Lutin	French gunboat	400	4	500	Lieut.-Com. Gueydon	Saigon
Machias	U. S. cruiser	1050	16	1600	Commander Houston	Chefoo
Manila	Spanish transport	1057	2	1000	Captain Vinigra	Manila
Mandshur	Russian sloop	1200	9	1400	Commander Podiapolsk	Nagasaki
Monocacy	U. S. sloop	1370	6	850	Com. Reisinger	Tientsin
Olympia	U. S. flagship	5300	14	13,000	Captain J. J. Read	Chefoo
Otvajny	Russian gunboat	1400	12	2000	Captain Barsht	Chemulpo
Pamiat Azova	Russian cruiser	6060	33	6000	Captain Rodionoff	Chefoo
Plavior	French gunboat	646	8	650	Lieut.-Commander Vidal	Bangkok
Prinzess Wilhelm	German cruiser	4400	32	8000	Captain von Holtzendorff	
Reina Cristina	Spanish cruiser	3090	19	4800	Com'der Jose Warleta	Manila
Rurik	Russian 1st class cruiser	10,950	48	18,500	Captain Krüeger	Chefoo
Sitatch	Russian gunboat	—	—	—	Captain Baranoff	Vladivostock
Sivoutch	Russian cruiser	950	13	1120	Captain Astromoff	Vladivostock
Sophia	German cruiser	2100	14	2100	Captain Herbing	Nanking
Triomphante	French cruiser	4650	21	2400		Saigon
Vipere	French gunboat	460	4	425	Commander Constolin	Bangkok
Yorktown	U. S. cruiser	1700	16	3600	Commander Stockton	Chemulpo
Zabijaka	Russian cruiser	1250	12	1670	Captain Lobadeff	Chemulpo

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *KAISAR-I-HIND.*

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex ss. *Massilia.* From CALCUTTA, ex s.s. *Chusan* and *Sumatra.* From PERSIAN GULF, ex s.s. *Java* and other Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3.30 p.m. To-DAY.

Goods not cleared by the 5th Prox., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, on or before the 7th Proximo, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, May 30, 1896. 1105

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *ADEN.*

FROM ANTWERP, LONDON AND STRAITS

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From MADRAS ex s.s. *Sirsa.*

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-DAY.

Goods not cleared by the 2nd Prox., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, on or before the 4th Proximo, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, May 27, 1896. 1084

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MAZAGON.*

FROM LONDON, BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-DAY.

Goods not cleared by the 2nd Prox., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, on or before the 4th Proximo, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, May 27, 1896. 1085

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Gerda*, Capt. T. EILERS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-MORROW MORNING.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, May 27, 1896. 1087

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 2nd June, will be landed at Consignees' risk and expense into the Godowns of the WANGHAI WAREHOUSE AND STORAGE CO., LTD., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, May 29, 1896. 1093

THE SUICIDE ON H.M.S. *PIGMY.*

THE CAPTAIN SHOOTS HIMSELF WHILST OF UNSOUND MIND.

An inquest was held at the Royal Naval Hospital, Yokohama, on Monday afternoon (18th May) by H. B. M.'s Consul, J. Carey Hall, Esq., into the circumstances attending the death of Henry Adair, late Lieutenant and Commander of H.B.M. gunboat *Pigmy*, who died on board his vessel on Monday morning under peculiar circumstances. The jury summoned were, Messrs N. P. Kingdon, M. Russell, and E. Rogers.

Dr F. D. Lumley, surgeon of H.M.S. *Pigmy*, sworn, deposed—I have known the deceased Commander since November of last year. I was called about 5 o'clock this morning and found the deceased lying just inside his cabin, on his left side, with a service revolver lying near him. He had a bullet wound an inch and a half above, and half an inch in front, of the right ear: there was a second wound, two inches above the left ear. He was unconscious, and remained so till the time of his death at 8.20 a.m. Death was due to the bullet wound, the bullet passing through the skull completely: it struck the wooden frame above the cabin door. The wound was self-inflicted; of this I have no doubt whatever. I can throw no light upon the cause: but he seems to have worried himself unnecessarily over details lately.

To Mr Kingdon—I presume there must have been worry—brain-worry—for him to have done such a thing.

To Mr Rogers—He has never complained of ill-health.

To Mr Kingdon—He has not appeared different to what he has been the last month.

To Mr Rogers—I was called by the quartermaster after hearing the report. I should think four or five minutes must have elapsed from my hearing the report and being called. I thought at first, awaking from my sleep, that it was a sunrise gun. I never doubted that the wound was self-inflicted. The hair about the right ear was burnt and scorched, the muzzle of the revolver evidently having been held against the skull.

To the Coroner—I have had no reason to suppose that his head or brain was in any way disturbed. Some time ago he complained of headache and asked me to give him something for it. I was not on intimate terms with deceased; I only know him on service matters. He did not associate with the officers, keeping himself very quiet, and to himself.

To Mr Rogers—I have no reason to suppose that he had any great mental worries or trouble bearing on his mind.

Sub-Lieut. Vincent Lewin Bowring, R.N., sworn, deposed—I am in the habit of being called at 10 minutes to five o'clock, when the hands turn out, and am up on deck at five when the hands fall-in. I was called this morning as usual. At three minutes to five or thereabouts the Master-at-Arms, Oliver, Petty Officer first-class, rushed down to my cabin, asking me to come up, as the Captain had done something in his cabin, and was lying just across the doorway, inside. I rushed up as I was, in my pyjamas, and saw the captain lying on his back, with the upper part of his body inclined over to the left, the left side of his face down, and a revolver some eighteen inches away from his left side. The doctor then came up, and I went to the *Alacrity* for further medical assistance. He died about twenty minutes past eight o'clock on the settee in his own cabin.

To the Coroner—He did not speak or exhibit signs of consciousness. He groaned a little and drew some deep gasps. The revolver was a service revolver, having six chambers, only one being discharged. It was not usual for him to have a revolver in his cabin. The day before he told the gunner that he wanted a revolver and six packets of ammunition.

Can you assign any reason for his taking such a rash step?—The captain was over-anxious about the ship; worried himself about trifles. I met him first in England two days before sailing from home, the 6th or 7th November last. I had met him once before at Whale Island, when going through a gunnery course. There was no change observable in his manner these last few days. He was a man who rose about 5 o'clock in the morning, going to bed about 11 at night, and worked at statements, etc., all day. He was a quiet man, reserved, and had little to say. I lunched with him yesterday, in company with the Navigating Officer. He asked me if I thought the ship's company was dissatisfied. I said I thought they were, and gave him one or two reasons why I thought so, and where alterations could be effected. I was the last man on board, I believe, to talk to him. If there was any mental worry, it would be about the work of the ship. It was his first command, and he worried about things, fearing that the work was not going along all right. I heard about his ordering the pistol quite casually yesterday, and thought nothing of it, as the Captain can do what he likes in such matters. He never complained of any physical ailment to me. I don't think that he had had any distressing news from home. He left a letter to his father, and there was a fragment of a letter in the waste-paper basket—which we pieced together—in which he says that he felt depressed and had something wrong with his head, being troubled with small worries.

To Mr Rogers—When I saw him, he was fully dressed. He had not been to bed all night. Three officers from the *Alacrity* had been dining on board the night before, and at ten o'clock that evening I spoke to him about getting up steam in the pinnace and taking guard-duties to-day, and in answer he said 'All right.' He was about 33 years old, I think.

The July, without retiring, returned a verdict that deceased came to his death at 8.20 a.m. on May 18th on board H.M.S. *Pigmy*, at Yokohama, in consequence of a pistol wound inflicted by his own hand at three minutes to five o'clock that morning, while in a state of unsound mind.—*Japan Mail.*

'Mamma,' asked Johny, 'if the bottom should come out of your sieve would you put it into the hands of a receiver?' 'Not necessarily,' replied his mother; 'but if you don't go and bring in the kindling I'll put you into the hands of your father, and you have reason to remember his hand are hard.'

Our 'Popular' Piano, handsome, full-toned, strong; guaranteed wear, $325/385.—W. Robinson & Co.

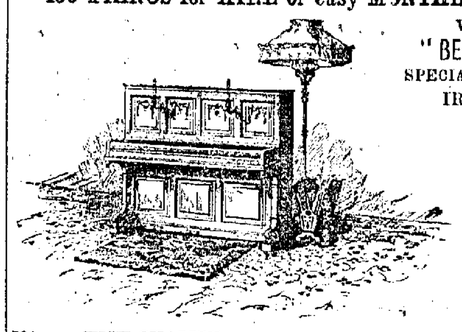
'Ma Crayons is very successful in his drawing,' remarked the young woman. 'Yes,' replied the discourteous rival 'I understand he disposed of several pictures at a raffle.'

INFLUENZA IN THE BLOOD.—We have seen lists of letters from people who have received great benefit from the use of Clarke's Blood Mixture. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities. This is a good testimonial from the *Family Doctor*, which goes on further to say: 'It is the finest Blood Purifier that science and skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally.' For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, its effects are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere, at 2s. 9d. per bottle. Beware of worthless imitations and substitutes.

Intimations.

W. ROBINSON & Co.

150 PIANOS for HIRE or easy MONTHLY PAYMENTS.



with Free Tuning.
"BESLER" MODEL
SPECIALLY FOR THE PEAK.
IRON FRAMES.
SOLID CASES.

Guaranteed wear.
$300, $350, $375
5 octaves, $175.
6 do. $215.

Note Prices and Inspect them closely.

The ONLY firm of legitimate Dealers, Repairers and Tuners.

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G. FALCONER & Co.

Watch-makers, Jewellers and Opticians.

NAUTICAL INSTRUMENTS, BOOKS & CHARTS.

BEST QUALITY ENGLISH-MADE GOODS
Kept in Stock.

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A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a CURE for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

IN PRAISE OF FOOTBALL.

Football has been called 'the modern substitute for pugilism, with the additional chance of having one's leg broken by a kick.' Of the two forms of the game, the Rugby has been the more bitterly attacked for its alleged brutality, says the *County Gentleman*, but we think the complainants have failed to make out their case. The game is a rough-and-tumble one beyond a doubt, and, when played with proper spirit, must lead to a certain number of sprains and contusions, if not to more serious casualties. But is there a single manly sport of the kind in favour with Englishmen of which the same thing cannot be said? It is, doubtless, sad to see a young life physically blighted almost at its beginning; to find a young man who is dependent upon his own bodily exertions for his livelihood rendered a cripple for the rest of his days. Such a one is twice *hors de combat*, being first put out of the game in which his unhappy accident occurred; and—secondly,—a far more serious matter, out of the great game of life itself. From the very worst kind of accident, however, footballers are better assured than the followers of many other sports which escape the same kind of condemnation. Considering the immense multitudes increasing year by year, who take part in the game, the fatalities are comparatively few. The danger to limb may be greater, but the danger to life is, perhaps, less in the football than in the cricket field. The percentage of fatal accidents in the hunting field is very much greater than in either, yet we seldom hear the sport of kings condemned on the ground of the serious risks its votaries run, though protests, many and loud, are raised on behalf of the hunted fox. Yachtsmen and oarsmen both pursue a more perilous pastime than the boys and youths who writhe a conglomerate mass in the Rugby scrummage. The sea and the river claim more victims in a year than football claims in a lifetime. The outcry that has been raised against football might indeed be made with equal reason, or unreason, against almost every kind of out-door sport. For some reason or other, however, it is upon football and football alone, that the namby-pamby moralists have pounced as the awful example of brutality in sport. Perhaps they have done this because the game looks rougher than it is, at any rate to an observer who knows little or nothing of its ins and outs. We need hardly say that it is to this class of observer that the opponent of football generally belongs. Let us not be misunderstood. Although we are not squeamish to the point of sentimentalism, who deprecate anything like unnecessary or excessive roughness even in the football field, we believe that the game can be, and has been, played at its very best, without the most distant approach to anything which can be called brutality—with perfect good temper on the part of every player, and with a desire to avoid the infliction of injury, even when the struggle is at its fiercest and every nerve is being strained to 'carry the scrummage.' The British race makes boast of its traditional hardihood. This might be truly pushed to the point of foolhardihood, but, perhaps, even this would be better than the opposite extreme. These are the days of the decadents, a small minority whose affectation of effeminacy may serve as a useful object lesson of what the young manhood of the country should avoid. A game like football is a splendid antiseptic. It helps to counteract the sloth and sensuousness which are the besetting sins of all advanced civilizations and to keep the heart of the nation sound and sweet at the core. Without the spice of danger that is inseparable from it, the game would lose half its ethical value. It would not foster those high qualities of courage, endurance, sound judgment, and unselfishness which fit a man to discharge the duties of a good citizen as well as those of a good soldier.

FLORENCE—What is the first thing you have to learn in golf? Marion—What to Wear.

RAGNALS and Brinsmead's Pianos have no rival for tone, strength and appearance.—W. Robinson & Co.

'THE Health and Vigour of an individual depend upon the quantity and quality of the Blood. When the tissues have been at work, there are thrown into the blood, waste products, and if these be not eliminated but (through any cause) detained in the blood they influence nutrition and function and finally produce organic disease.'—*The Humanitarian.* In cases of Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds, the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations and substitutes.

HONGKONG AND THE STRAITS.

(To the Editor of the *London and China Express.*)

Dear Sir,—In your leader on 'The Grievances of Hongkong' you blame the petitioners for asking too much on some points, but end by saying that 'all they asked was the right to manage their local affairs, and control the expenditure of the colony where Imperial considerations were not involved; and such an addition to the unofficial element in the Legislative Council, and such introduction of that element in the Executive Council as might suffice to ensure the general interests of the colony. In these days the old colonial system is a mistake—at any rate in so far as Hongkong and the Straits are concerned. These colonies are no longer in swaddling clothes, but have very important interests bound up in them, and these interests, being chiefly local, require the knowledge and assistance of competent people to deal with them. It would not so much matter how the two Councils were composed if the Government allowed freedom of conscience to the Official Members, as the common sense of those officers would generally guide their opinions; but under the present system public interests are not sufficiently protected, as has been shown 'many a time and oft.' To ask for an Unofficial majority in the Legislative Council is, therefore, not unreasonable. Hongkong has been fifty-five years a British colony; Singapore has been thirty years under the Colonial Office, and both are surely as worthy of a more representative Government as Mauritius and Ceylon. Each colony under the British Crown should have full power to make and enforce such laws and regulations as may be necessary to secure the local interests of the population, and should be in a position to prevent all injudicious and detrimental legislation which may be attempted—whether by the Colonial Office or faddists in Parliament. People at home have an idea that they know everything, and that what is 'good for the goose is good for the gander,' and hence misunderstandings and discontent, which local experience, had it been consulted, would have prevented.—Yours faithfully,

April 29, 1896. AN EX M.L.C.

W. ROBINSON & Co.'s Pianos are guaranteed for the ultimate. Pianos Repaired equal to new.

'FOR THE BLOOD IS THE LIFE.'—If the blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations and substitutes.

FOR SALE.

J. & G. STODART'S
FINE, OLD
WEST OF SCOTLAND
Whisky.

PRICE, . . . $12 per Case of 12 Quarts.

Dodwell, Carlill & Co.,
Praya Central.

Hongkong, March 2, 1896. 478

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Intimations.

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(Wah Tsz Yat Po).

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SHARE LIST.—QUOTATIONS.—JUNE 1, 1896.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai B'k'g Cor., New Issue	80,000	125	all	185 % prem., = $356.25, £41.10/ [sellers
Bank of China & Japan, Limited preference shares	39,950	£ 5	£ 5	nom.
" ordinary "	189,875	£ 3	£ 2	nom.
" deferred "	1,250	£ 1	£ 1	£2, buyers
National Bank of China, Limited	...	£ 10	£ 8.10	$30, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$200, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$79½, buyers
North-China Insurance Co., Ld.	5,000	£ 100	£ 50	Tls. 200, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$28½, buyers
Union Insurance Society Can., Ld.	10,000	$ 250	$ 50	$225, sales and buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	60	$147½, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$93, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$335, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	183 % prem., = $353.75, [sales & buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$67½, buyers
Douglas Steamship Co., Limited	20,000	$ 50	all	$61, sales and buyers
H.K. C. and M. Steamboat Co., Ld	30,000	$ 15	$ 15	$34, sales and buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$70, sellers
China Mutual S. N. Co.	20,000	£ 10	£ 10	£8.10, sellers
			£ 5	£7.10
Do. (new issue)	20,000	£ 10	£ 1	£3
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$116, sellers
Luzon Sugar Company, Limited	7,000	$ 100	all	$62
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$47, buyers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$40, sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$71, buyers
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$19, sellers
Humphreys' Estate & Finance Co.	25,400	$ 10	all	$9, sellers
West Point Building Co., Limited	12,500	$ 50	$ 40	$18, sellers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1 250	$ 100	all	$96
MINING.				
Jelebu Mining & Trading Co., Ld.	45,000	$ 5	all	$2.80, buyers
Punjom Mining Co., Ld.	60,000	$ 4	all	$15½, sellers
Société Francaise des Charbonnages du Tonkin	12,000	Fcs. 500	Fs. 500	$72½
New Balmoral Gold M'ing Co., Ld.	50,000	$ 3	all	$2½, buyers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/10	$5½, ex div., sellers
Olivers Freehold Mines, Ltd.	A 15,000	$ 5	$ 5	$6. buyers
	B 45,000	$ 5	$ 2½	$3½, buyers
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited	6,000	$ 50	all	$5½, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	6,000	$ 50	all	$35, sales and buyers
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 10	all	$12½, sellers
Dakin, Cruickshank & Co., Ld.	50,000	$ 5	all	50 cents, sales
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$100, buyers
Hongkong Electric Co., Limited	30,000	$ 10	$ 8	$6.90, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 10	$ 10	$16, sales and buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£ 1	£1	nom.
	7,000	£ 1	£ 15/-	$7, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$5
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$26, buyers
Hongkong Bakery Company, L	600	$ 50	all	$30
Hongkong Dairy Farm Co.	10,000	$ 10	all	$5
Hongkong Ice Company, Lim.	5,000	$ 25	all	$108, sales
H'kong Rope Manufacto. Co.	5,000	$ 50	all	$119, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	10,000	Tls. 100	Tls 100	Tls. 95
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	Tls. 75	Tls. 72½
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls 100	Tls. 100
Carmichael & Co., Ld.	2,000	$ 25	$ 20	$8
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls 200	Tls. 200

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896 a	Tls. 767,200	Tls. 250	7 % p. annum	10 % prem., sales

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Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements of the *same paper* and the *same date*. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgement of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxemburg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom.

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Registration,	10 cents.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

Postage to Union Countries.

General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Reply Post Cards,	8 cents each.
Registration,	10 cents.
Newspapers,	2 cents per 2 oz.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:—

Letters per ½ oz., 5 cents (c).
Post Cards, each, 1 cent.
Reply Post Cards, 2 cents each.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, 2 each per 2 oz.
Registration, 5 cents.

(c) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery or, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet *vid Gibraltar*. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out *vid Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

---

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c.; for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Money Orders.

[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Heihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OFFICE.

Foreign Countries:—
Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
British Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombassa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn *through the London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, ... 3d.
" Exceeding £2 but not ex'ding £ 5 .. 6d.
" " £5 " " £ 7 .. 9d.
" " £7 " " £10 1s. 0d.

3.—The commission charged is as follows (according to the currency the Order is drawn in):—

(a.) For sums not exceeding—$1, 12 cts.; $2, 24 cts.; $3, 36 cts.; $4, 48 cts.; $5, 60 cts.; $6, 72 cts.; $7, 84 cts.; $8, 96 cts.; $9, $1.08; £10, $1.20.

(b.) Up to $10, or 20 rupees, 20 cts.; $25, or 50 rupees, 40 cts.; $35, or 70 rupees, 60 cts.; $50, or 100 rupees, 80 cts.; 150 rupees, $1.00.

4.—No Order must exceed £10 or $50 (unless drawn on India, when 150 Rupees is the limit).

HONGKONG MARKET PRICES.

Corrected to Saturday, May 30, 1896.

At 1020 Cash per Dollar Mexican.

		Price. Highest. Cash.	Price. Lowest. Cash.	Chinese Names.
Butcher Meat.				肉食
Bacon, English,	lb.	—	—	來路燻猪肉
" Ame. Sugar cured,	"	320	—	花旗燻猪肉
" Foochow,	"	190	—	福州燻猪肉
" Japan, cured	"	210	—	日本燻猪肉
Beef sirloin & prime cut.	catty	140	—	尾龍扒
" Corned,	catty	140	—	鹹牛肉
" Roast,	"	140	—	燒牛肉
" Soup,	"	100	—	湯肉
" Steak,	"	140	—	牛肉趕
Bullock's Brains,	per set	60	50	牛腦
" Tongue fresh,	each	350	—	牛脷
" " corned,	"	350	—	鹹牛利
" Head,	"	500	—	牛頭
" Heart,	"	150	—	牛心
" Hump, Salt	catty	140	—	牛肩
" Feet,	each	60	50	牛蹄
" Kidneys,	"	50	—	牛腰
" Tail,	"	100	—	牛尾
" Liver,	catty	70	—	牛肝
" Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	牛仔頭脚
Hams, American,	lb.	320	—	花旗火腿
" Chinese,	"	220	—	金華火腿
" English, New,	"	430	—	來路火腿
" Japan cured,	"	260	—	日本火腿
" Shanghai,	"	—	—	上海火腿
Mutton Chop,	"	150	—	羊牌骨
" Leg,	"	150	—	羊脷
" Shoulder,	"	120	—	羊手
Pigs' Chitlings,	catty	70	60	猪腸
" Feet,	"	100	—	猪脚
" Fry,	"	150	—	猪雜
" Head,	each	500	450	猪頭
" Heart,	"	50	40	猪心
" Kidneys,	pair	80	70	猪腰
" Liver,	lb.	140	—	猪肝
Pork, Chop,	catty	170	—	猪牌骨
" Corned,	"	—	—	鹹猪肉
" Leg,	"	170	—	猪脷
" Fat or Lard,	"	130	—	猪油
Sheeps' Head and Feet,	set	350	—	羊頭脚
" Heart,	each	50	40	羊心
" Kidneys,	"	70	—	羊腰
" Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Suet, Beef,	lb.	110	—	生牛油
" Mutton,	"	100	—	生羊油
Veal,	catty	130	—	牛仔肉
Poultry.				生口
Chicken,	catty	230	—	鷄仔
Capons,	"	270	—	閹鷄
Ducks,	"	170	—	鴨
Doves,	each	—	—	班鳩
Eggs, Hen	doz.	100	—	鷄蛋
" Duck	"	110	—	鴨蛋
Fowls,	catty	100	—	鷄
Geese,	"	160	—	鵝
Hares,	each	—	—	兎仔
Musk Deer,	"	—	—	黃頸
Partridges,	"	—	—	鷓鴣
Pigeons,	"	200	—	白鴿
Pheasant,	brace	—	—	上海山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail	each	180	—	鶉鷄
Snipe,	"	—	—	沙錐
Turkeys, Cock,	catty	700	—	火鷄公
" Hen,	"	500	—	火鷄婆
Teal,	each	—	—	水鴨
Wild Ducks,	pair	—	—	上海水鴨
Fish.				海鮮
Barbel,	catty	160	—	加魚
Bream,	"	—	—	鯛魚
Bombay Ducks,	pieces	120	—	
C'ton Fresh Water Fish,	catty	—	—	海鮮魚
Carp,	"	110	—	鯉魚
Catfish,	"	—	—	赤魚
Codfish, Salt,	"	—	—	鹹鹹魚
Crabs,	"	100	—	蟹
Cuttle Fish,	"	90	—	鑑魚
Dab,	"	90	—	沙盂魚
Dace,	"	—	—	黃尾鰤
Dog Fish,	"	—	—	跌倒沙
Eels, Congor,	"	—	—	海鰻
" Fresh water,	"	200	—	淡水鱔
Eels, Yellow,	"	60	—	黃鱔
File Fish,	"	—	—	剝皮洋
Frogs,	"	300	—	田鷄
Fresh Fish,	"	110	—	鮮魚
Garoupa,	"	250	—	石斑
Gudgeon,	"	90	—	白蛤魚
Gurnard,	"	90	—	紅丹
Herrings,	"	100	—	鯡白
" smoked	box	—	—	鯡黃灘
Halibut,	catty	120	—	鞋掌甲
Labrus,	"	110	—	黃花魚
Loach,	"	150	—	鰍魚
Lobsters,	"	120	—	龍蝦
Mackerel,	"	—	—	飯魚
Monk Fish,	"	—	—	老鼠魚
Mullet,	"	110	—	鯔魚
Oysters,	"	150	—	生蠔
Parrotfish,	"	150	—	鸚公魚
Perch,	"	100	—	鱸鑊子
Pike,	catty	—	—	花啄魚
Plaice,	"	—	—	班魚
Pomfret, White	"	160	—	白鯧
Pomfret, Black	"	110	—	黑鯧
Prawns,	"	200	—	明蝦
Ray,	"	50	—	琵琶沙
Rock Fish,	"	80	—	石狗公
Roach,	"	—	—	鯽魚
Salmon, (Canton),	"	200	—	馬友魚
Shark,	"	50	—	鯊魚
Salt Fish,	"	100	—	鹹魚
Skate,	"	50	—	鯆魚
Shrimps,	"	120	—	蝦
Snapper,	"	150	—	立魚
Soles,	"	120	—	撻沙魚
Tench,	"	—	—	鯇魚
Turbot,	"	100	—	左口魚
Turtles, small, fresh water,	"	300	—	龍魚
Whiting,	catty	—	—	長黑
White Bait,	"	70	—	鐵魚仔
Fruits.				菓子
Apples, (California),	catty	—	—	金山平菓
" (Tientsin),	"	—	—	天津平菓
" (Japan),	"	—	—	日本平菓
Bananas, fragrant,	"	30	—	省城香蕉
" (brides),	"	30	—	山香蕉
Chestnuts, Chinese,	"	100	—	風栗
Carambola,	"	—	—	楊桃
Cocoanuts,	each	60	—	椰子
Ground Nuts,	catty	80	—	花生
Grapes,	"	—	—	鮮提子
Lemons, China,	"	60	—	檸檬
" Peel,	"	—	—	桔餅
Lichees, Dried,	"	240	—	荔枝乾
" Fresh,	"	80	—	荔枝
Limes,	"	60	—	柠檬
Mango, (Saigon),	each	30	—	安南芒菓
" (Manila),	"	80	—	呂宋芒
Mangosteen,	dozen	150	—	山竹子
Oranges, Sweet,	catty	150	—	新會甜橙
" Green,	"	90	—	青橙
" Red,	"	70	—	紅桔
Olives,	"	—	—	白欖
Pine-apples,	each	60	—	本地波羅
Pears, (Shanghai),	catty	180	—	上海沙梨
" (Tientsin),	"	260	—	天津雪梨
Pumelo,	each	100	—	碌柚
" (Siam),	catty	—	—	暹羅柚
Peach, (Sweet),	"	80	—	甜桃
Raisins, Muscatel,	"	—	—	珠提乾
" Pudding,	"	—	—	珠提
Water Chesnuts, com.	"	40	—	馬蹄
" Mandarin,	"	50	—	桂林馬蹄
Walnuts,	"	140	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	50	—	上海丫治竹
Bean, (French),	"	50	—	佛國西邊豆
" Long,	"	80	—	豆角
Beet Root,	each	10	—	紅菜頭
Brinjals, Green,	catty	30	—	紅元茄
" Red,	"	—	—	青茄
Brassica,	"	20	—	白菜
Bamboo Shoots,	"	160	—	竹筍
Cabbage, Chinese com.	"	30	—	芥菜
Cabbage, Shanghai,	each	50	—	椰菜
Cauliflower,	"	—	—	椰菜花
Carrots,	catty	30	—	金筍
Celery, Chinese,	"	30	—	唐芹菜
" English,	"	80	—	洋芹菜
Chilies Dried,	"	100	—	辣椒乾
" Red,	"	40	—	紅花椒
Curry Stuff, English,	"	20	—	加里材料
Cucumbers,	"	60	—	青瓜
Bitter Squash,	"	60	—	苦瓜
Garlic,	"	—	—	蒜頭
Ginger, young,	"	120	—	新子薑
Horse Radish, S'hai,	"	30	—	刀根
Indian Corn,	"	10	—	粟米
Lettuce, (English),	each	—	—	洋生菜
Mushrooms, Fresh,	catty	50	—	生草菇
Onions, Bombay,	"	40	—	洋葱頭
" Green,	"	—	—	生葱
" Shanghai,	"	—	—	上海葱頭
" Japan,	"	100	—	日本葱頭
Okroes,	"	10	—	毛茄
Parsley, English,	bundle	20	—	洋芫荽
Potatoes, Sweet,	catty	—	—	番薯仔
" Shanghai,	"	—	—	上海薯仔
" Japan,	"	—	—	日本薯仔
" American,	"	40	—	花旗薯仔
" Foochow,	"	40	—	福州薯仔
" Macao,	"	40	—	澳門薯仔
Pumpkin,	"	20	—	冬瓜
Purslane,	"	20	—	猪仔菜
Papaw,	"	25	20	木瓜
Radish,	dozen	20	—	紅蘿白仔
Rice, best quality, per picul,		$4.80		上白米
" Common " "		$4.00		中白米
Shalots,	catty	40	—	乾蔥頭
Spinage, (Chinese)	"	30	—	菠菜
Spinach,	"	—	—	莧菜
Snake Gourd,	"	70	—	絲瓜
Tomatoes,	"	80	—	番茄
Taro,	"	20	15	芋頭
Turnips, Punti, (Long),	each	40	—	蘿白
Vegetable Marrow,	catty	80	—	節瓜
" " (Long),	"	20	—	長節瓜
Water Cresses,	"	60	—	西洋菜

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